

# CONSOLIDATOR



JANUARY  
1 9 3 7

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# CONSOLIDATOR

Volume 2

January, 1937

Number 1

JUST a few words of wisdom from Paul Revere's horse—

Have you ever been approached by a man offering to sell you a grass seed that is guaranteed to grow only 2½ inches in height, thus eliminating the necessity of cutting the lawn? Or been offered rare laces that have been smuggled into this country duty free? Or been offered stock in a sulphur mine that should make you rich overnight? Or been sold boxes of glazed fruit and found that the glaze was only on the top layer? Or been approached at your door by a salesman offering to sell a hair tonic that will grow hair on a billiard ball? Or offered a gadget that will do everything from shining your shoes to keeping your wife at home? If you have purchased any of these or similar articles and found them not as represented you have no doubt experienced the same feeling of mortification and chagrin experienced by the poker player who bets a pair of jacks only to find that the man on his right is the proud possessor of three deuces. Such unpleasant experiences are entirely unnecessary when such a splendid agency as the Better Business Bureau is in operation. Remember, it costs you nothing to take advantage of this service. If in doubt about a person or company's authenticity, simply call the Better Business Bureau at Franklin 6521 and get their opinion. CONSOLIDATED is a member of this organization but everyone is entitled to their aid. Don't be a Steve Brodie when it comes to spending your hard-earned money. Be from Missouri—you have to be shown! Dobbin.

## Letters

AN excerpt from a letter received from Edna T. Hawley, Case Worker with the American Red Cross, reads as follows:

"Mr. Blank came in early this month to report that he is working for CONSOLIDATED. From that of a defeated, hopeless individual, his personality has changed to that of a self-respecting craftsman, conscious of his skill.

"We want you to know that we appreciate your cooperation in this case."

From an employee to Night Superintendent, Mr. Emrick, and the Night Crew:

"I want to acknowledge with many thanks the Christmas gift sent to me. It really made me very happy to know and to feel that in such a large organization your thoughts and good deeds still could be with me and a few others as unfortunate as myself."

To the Night Shift:

"I want you to know how deeply we appreciate your kindness to us Christmas. I had intended to write right away but we have all been sick with the Flu so even the most important things have been left undone.

"We thank you from the bottom of

our hearts for such a wonderful surprise, making it possible for us to have such a nice Christmas.

"We have spent a great deal of time wondering how you happened to know about us."

About a dozen similar letters have been received, all expressing their appreciation of the Christmas cheer jointly provided by the Night Shift and CONSOLIDATED.

Many incidents such as the above happen every day among the employees of CONSOLIDATED. One group went so far as to take up a collection to help make a payment on the car of a fellow employee who was confined in the hospital after being injured in an automobile accident. Who says that the spirit of the Golden Rule is dead?

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## ... The President's Column

**S**HORTLY after the first of each year, the accountants and auditors of most corporations are busily engaged in preparing an Annual Report, that is, a report to stockholders of the corporation showing the results of the last year's efforts, the profits or losses, and in most cases a written report by the ranking officer on the prospects for the future. As in the case of our own company, it usually requires some weeks before the stockholders can receive this information. There is a good deal of work involved. It is fortunate, however, that at this, the beginning of a New Year, certain information relative to the employees, their incomes and their prospects, is available and it seems to me that the passing on to you of some of this information might help to cement the relations and understandings that should exist between us. With this thought in mind and with the purpose of better acquainting you with your company I give you a few facts relative to CONSOLIDATED'S employment situation at this time.

On the date of writing we have a total of 3613 employees on the payroll. Of this number 2985 are actual

producing factory men; there are 412 more in the factory that may be classed as non-productive, such as maintenance men, inspectors, timekeepers, watchmen and janitors, shipping and receiving and other clerks, etc. The Engineering Department accounts for 152 and the General Office has 64 employees, 44 of which are employed in the Accounting Department, the remaining 20 being officers and executives, their secretaries, etc.

Every one of those 3613 employees has steady work. By that I mean that we have no employees on a 3-day week basis, no employees working only four or five hours a day and no employees on piece work. We have sufficient work ahead of us for a year and a half and expect to get more during that time. A majority of our employees should have steady work for years to come.

Our employees have been subjected to propaganda tending to give them a biased point of view. Various promises have been made and figures quoted. Some of these may have been sincere but some have emanated from sources with an ulterior motive who have distorted figures and actually misstated facts. The following figures, which are a matter of record, will undoubtedly interest all of you.

As employees have become more skilled, voluntary increases have been made from time to time. I have checked back three months and find that since October 1, 1936, to the end of the year, over 1600 of our hourly employees have received increases. This comprises over 62% of the total on the payroll at the beginning of that three-months period. In that same time, 94 of our salaried employees have received increases which comprises 28% of our salary staff.

These raises will cost CONSOLI-

DATED at the rate of \$164,845.44 during the coming year (\$147,052.80 to hourly employees, \$17,792.64 to salaried employees).

Many stories have been circulated regarding the potential profits of this company. As you know, practically all of the work we are now doing is for our Navy. One thing, however, that you may not know, is that under the Vinson Act, we are barred by law from profiting more than 10% on Navy business. Don't be misled into believing that this means we are guaranteed 10% on our work. On the contrary, it means that the most we can make is 10% but we can lose any amount within the size of the corporation's purse—beyond that would mean we "go broke". We must bid, in the usual course, for such business. After all factors have been taken into consideration, the lowest responsible bidder receives the business, at a FIXED price. If his estimate of his manufacturing costs has been low, he loses money and is in no way reimbursed by the Government. If, on the other hand, his estimate is high, no benefit beyond the 10% gross is derived by the company—any overage must be returned to the Government. This 10% is gross profit—not net. There are a great many expenses not allowed by the Government and which must come out of the 10%, such as certain Federal taxes (of which there are plenty), interest on borrowed money, advertising, publicity, etc.

It is needless to say that there hasn't been any excess profit returned to the Government by this company under the Vinson Act to date. Incidentally, Uncle Sam does not take our word for it; at his wish and from time to time his auditors check every item of cost to see that we do not exceed the maximum allowable profit and to verify costs.

At this point it might be of interest to you to know that the stockholders of CONSOLIDATED haven't re-

ceived a dividend in more than eight years, with the exception of the preferred dividend (6% per annum) paid to holders of our recently issued preferred stock, which is in the same class as money borrowed and which was issued for the purpose of financing our recent plant expansion.

It might be said that the company could bid higher on contracts, but the volume of business we have been able to obtain and the amount of work we offer to employees is the result of our having been low bidder and we would not have received this business otherwise.

From the foregoing, you will see that there is just so much in the pot. Every man in the organization is under constant observation for promotion and for that reason, 1700 men have received increases during three months. There is just so much money in each contract and CONSOLIDATED can, at best, only benefit by a small percentage of it. And so it is that when one man is able to produce some article in a more economical manner, thereby saving that much for the pot, he in turn receives just reward in the form of increased compensation. On the other hand, those on our payroll who increase the cost of our products by inefficiency, are removing the possibility of increased wages to others. In the long run these men are eliminated.

Our company is clean cut; we have no highly paid executives who sit in swivel chairs and do no work, no crew of attorneys who draw high retainers, and no connections with high-priced, costly industrial associations. The highest paid executives in this company draw less than is paid similar executives by many smaller corporations.

We are working on a base of forty hours per week and are temporarily offering five hours of overtime to *everyone* (except as to fourteen of us on the executive payroll who work the overtime without the extra pay therefor), at time-and-a-third for the day shift, and ten hours overtime to *everyone* on the night shift at the same

rate. This overtime costs us an extra bonus amounting to more than \$200,000 per year. *Everybody* (except the fourteen) gets his share of this bonus.

If we paid time-and-a-half, this bonus would cost over \$300,000 per year—or about \$1,000 per working day. At such a penalty we could not afford very much overtime—only such as was absolutely necessary to maintain production. The Assistant Secretary of Labor told me the time-and-a-half provision in the Walsh-Healy Act was put there to force employers (because of the high penalty for overtime) to absorb as many as possible of the 11,000,000 odd men with no jobs. None of our current contracts comes-under the Walsh-Healy Act.

It seems to me that under our present system everybody gets the same treatment—whereas under a system offering spasmodic overtime, only a fortunate few would benefit thereby.

Since last May no employee has drawn less than 40 cents per hour.

Please think over the following. There is just so much money in the fixed-price-contract jackpot. It has to cover all labor, material, overhead and (we hope) the permitted profit. Labor comes first—it must be paid promptly—its average rate must increase in times like these. If there are 100 men to draw from a jackpot each will get more than if 150 men draw therefrom. Therefore shirkers cost real workers money. If we can rid ourselves of shirkers there will be more to go around among those remaining. Pay increases effected from time to time exemplify your management's desire to pay employees the best wages possible, as their skill increases production.

Persistent rumors have been circulated in San Diego that CONSOLIDATED employees are underpaid. Reference to authentic sources of information will show that this is not the case. The United States Department of Labor publishes statistical information for the entire country in its Monthly Labor Review. On page 1285 of the last issue of this publication appears the information that the

average weekly earnings for the entire aircraft industry in the United States were \$26.07 in August, 1936. The State of California Labor Statistics report shows the average in California to have been \$25.82 for the same month. CONSOLIDATED'S weekly average during last August was \$28.00, \$1.93 better than the average for the nation and \$2.18 better than the average for California. The numerous increases granted since August will doubtless show even more favorable comparison when statistical data for present conditions become available.

No matter what trend affairs may take, you could not ask anything fairer than that your own government should audit the cost of the work you are doing; check to see that money is not paid out dishonestly; require us to return all beyond what it prescribes as fair pay to the corporation for what it is hired to do. You're sure of a square deal since the management prefers to pay out in wages to our employees the full amount available for labor in our contracts rather than return any excess to the Government. This is in line with President Roosevelt's expressed desire to give labor the highest possible return for its work.

We have spent all we had, and our preferred stockholders have recently put up more, to provide us with ideal working conditions—a fine factory, well lighted, well heated, airy, sanitary, healthful and clean. Our business is not as dangerous to workers as many. It has a firm future and is an honorable way of making a living without resort to slave-killing methods.

Challenge propaganda unless you know it to be fact! Our products—our business—are founded upon truth!

R. H. FLEET.

P.S.—The Works Manager has been authorized to offer three cash prizes of \$50.00, \$30.00 and \$20.00 each month to employees for the best suggestions to cut costs, with announcement of award in each CONSOLIDATOR. We can pay higher wages if we can lower costs. R.H.F.

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## Cold Mornings

...and cold nights call for efficient, cheap heat in the home. For many years Davidson's has been stove headquarters for San Diego. The largest selection of new and used stoves of all types in San Diego County. Prices are uniformly low.

## Davidson FURNITURE

SIXTH and F STREETS



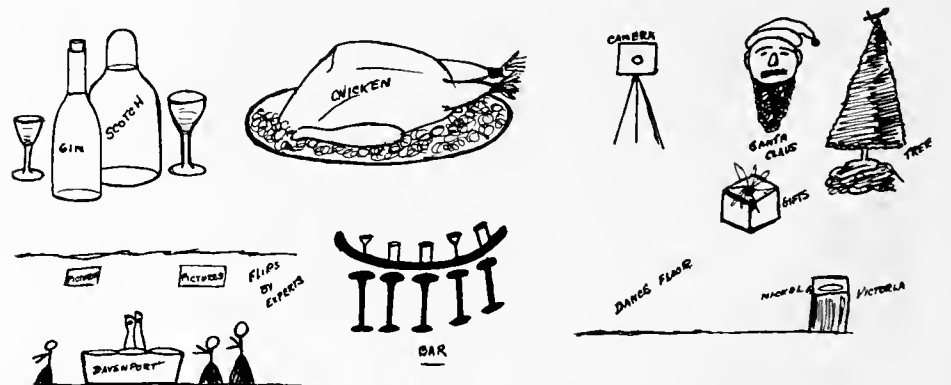
DECEMBER 16th was the red letter day for the girls of CONSOLIDATED. What happened on that date? The girls' Christmas Party was held that night at the U. S. Grant Hotel. Did we all have a good time? It is rumored we did.

Covers were laid for thirty-three girls. The table was decorated in red and white. A center piece, the latest model of the PBY-1 FLYING BOAT, dominated the center of the table. The hull of the boat was covered with red flowers and the wings with white flowers. A good suggestion for our next color scheme on the PBY-3's. A large mound of flowers decorated each end of the table. Individual silver airplanes, bearing each girl's name, marked each place.

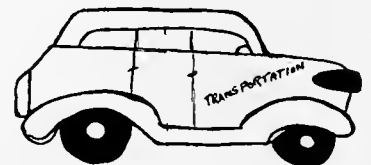
A beautifully lighted Christmas tree filled a corner of the room. Each girl received a Christmas Gift, left by Santa during the day, for her. Santa also visited us during the evening to make sure a good time was had by all.

Prizes were won by Grayce Holm (Employment Department), Vanita Janke (Accounting Office) Blanche Davis (Telephone Operator).

Last, but not least, a treat was in store for those who looked in on our party. The best togs of the year were on display and everyone was on their best behavior until



2:00 A.M. Home Sweet Home



Did we have a good time? Thanks to those who helped to make our party such a grand success, we did!

Lucille.

### THAT "XMAS" PARTY

We cannot tell it all in rhyme  
Our poet hasn't got the time  
To cover all the detail.  
But here and there a point or two  
Can in this way be brought to you  
Let's say, by rhythmic retail.

Accepted critics more or less  
Would judge our party a success  
'Cause no one there got lawless?  
So by these tokens we opine  
The party went off simply fine  
And everything was flawless.



This fact alone made Mr. . . . . . glum  
 And made him wish he hadn't come  
 'Cause he's a funny fellow.  
 He didn't like our show because  
 He's always looking out for flaws.  
 (You should have heard him bellow).

A little touch of dignitee  
 Was added by our Mr. . . . . .  
 Who dropped in, passing by.  
 He sorta gave the party air  
 He added tone, he added flair  
 Don't ask, I'll tell you why  
 He oozes atmosphere and poise  
 (That can't be said of all the boys)  
 And so we like to see him  
 We like to see him "on relief"  
 His job, you know, spells "plenty grief."

What can we say of Mr. . . . . . ?  
 Well, really we could say a lot  
 But how'd it look in print?  
 Likes to be vamped by a pretty girl.  
 The writer had him in a whirl  
 He didn't need a hint.

What's this? A sofa in the way  
 (Whose way?)  
 We'll move the thing some other day  
 Right now it's just a hurdle.  
 Look out, you're next, you're in a "stall"

Directly headed for a fall,  
 The air stream's in a burble.

The cameramen were on the job,  
 A snapping photos of the mob  
 Between the Scotch and shakes.  
 Our printer also did his best  
 To make his presence manifest  
 We think he got the breaks.

An orchid too to Mr. . . . . .  
 'Cause all the gals he tried to spank  
 And find his Juliet.  
 So then he took them one by one  
 Until his evening's work was done.  
 That boy can really pet.

And thank you too, our M. . . . .  
 You made us all so glad to meet  
 By bringing them two "quarties".  
 As through our lives we gayly wend  
 We hope you always can attend  
 Our future Femme parties.

The party, wondrous as it was,  
 Was made much more so because  
 You gave us that swell "likker".  
 Our bearings, worn by months of toil,  
 Were lubricated by this oil,  
 And made to run much slicker.

Lucille.

## VISITORS

Our visitors' register discloses the following among many others who have called upon us during the past month:

C. H. Schildhauer, Operations Manager, Pan American Airways, Alameda, Calif.; Brigadier General Delos C. Emmons, A. C., Commanding, First Wing, G. H. Q., Air Force, March Field, Calif.; Edmond R. Doak, Manager, North American Aviation, Inglewood, Calif.; Rear Admiral Ernest J. King, Commander Aircraft Base Force, U.S.S. Wright, North Island, Calif.; J. Palmer Nicholls, President, Pacific Airmotive Corp., Burbank, Calif.; Lt. Col. G. E. Brower, A.C., General Staff, War Dept., Washington, D. C.; E. E. Wilson, Vice-President, United Aircraft Mfg. Co., Hartford, Conn.

Editor CONSOLIDATOR:

Dear Ed:—

I've sent copies of your "CONSOLIDATOR" to several friends of mine who are in the publishing business and have received letters from them complimenting you on the neat, newsy, well-edited sheet, also I might mention they have in every instance mentioned the composition and press-work.

Now Ed, may I make a suggestion that I think would help a lot:

Why not take—say two pages—and allot it to "Larry"—you might head it "Larry's Rib" or something like that. Then when the magazine is distributed we could turn right to this page, tear it out, throw it away, and then go on and really enjoy the book—or vice versa.

Yours, Browne, 1050, Tank Dept.

Al Nelson suggests that the "Skinners" use rubber screw drivers in the hulls.

## SAVE MONEY

If planning to buy a car on time payments or to borrow money on your car, see Paul Wolcott. He can probably help your financing at low rates.

## SALMONS & WOLCOTT CO.

INSURANCE COUNSELORS

San Diego Trust & Savings Bldg.

# Our New Canadian Partner

By R. S. Madison

FLEET AIRCRAFT, LIMITED came into existence November 17, 1936, by Supplementary Letters Patent under The Companies Act of the Dominion of Canada changing the name from Fleet Aircraft of Canada, Limited, and increasing the authorized stock from 10,000 shares to 100,000 shares, without par value, which when entirely issued will give the company a capitalization of \$1,000,000. FLEET AIRCRAFT, LIMITED was originally organized March 25, 1930, under its previous name as a subsidiary of CONSOLIDATED AIRCRAFT CORPORATION for the purpose of furthering the sale of FLEET airplanes to the government and private flyers of Canada.

Shortly after its organization the Company received an order from the Royal Canadian Air Force for 20 FLEET training airplanes and since then the RCAF have adopted the FLEET as their standard training airplane. Four years later they placed another order for 10 FLEETS and at the present time have in process an order for 10 additional FLEETS. This business has been supplemented by orders from Canadian flying clubs (governmentally sponsored) for 12 FLEETS and by several foreign export orders for airplanes and parts. During the past six years and nine months the Company has sold and delivered 112 airplanes approximating \$684,000 and spare parts and repair services approximating \$293,000.

Starting just at the beginning of one of the world's severest depressions the Company did not make the progress anticipated. By hard work and strenuous efforts on the part of the management the organization was held together during these four trying years and was able to withstand the vicissitudes of the times and emerge in 1935 a strong, going concern. The additional business during the past two years, which accompanied the improvement in general business conditions, a year ago necessitated doubling the size of its plant capacity from 7,500 square feet of floor space to about 15,000 square feet. To accommodate the present increase in business and to be in a position to take care of the future business now in prospect, plans have been drafted and construction will commence immediately to increase the plant to a floor area of about 36,000 square feet. This will give FLEET AIRCRAFT, LIMITED, plant facilities to completely manufacture, construct and assemble

all the types of aircraft now contemplated.

Since its inception and up to the present time the Company has been managed for CONSOLIDATED AIRCRAFT CORPORATION by its able President, W. J. "Jack" Sanderson. Under the new set-up the Company will be entirely controlled and primarily owned by Canadian interests whose desire will be to develop for FLEET AIRCRAFT, LIMITED, the same prestige and traditions in Canada as are cherished by CONSOLIDATED AIRCRAFT CORPORATION in the United States. It has always been the desire of CONSOLIDATED to make its Canadian subsidiary a real Canadian company. Primarily through the interest and efforts of Nesbitt Thomson and Company, Limited, one of the Dominion's best known investment banking firms, the change in ownership of FLEET AIRCRAFT, LIMITED was effected. Although primarily owned and controlled by Canadians, FLEET AIRCRAFT, LIMITED, will continue under the same excellent management of "Jack" Sanderson as President and General Manager.

FLEET AIRCRAFT, LIMITED, has acquired from CONSOLIDATED AIRCRAFT CORPORATION the exclusive rights to manufacture and sell the FLEET and other current training airplanes of CONSOLIDATED throughout all countries of the world excepting the United States, its territories and possessions, and two other countries which were previously licensed to manufacture FLEETS. FLEET AIRCRAFT, LIMITED, also receives the originals or van dykes of all production drawings and the special tools necessary for the reproduction and assembling of the aforementioned training airplanes. FLEET AIRCRAFT, LIMITED also receives options to the exclusive rights for the British Empire of other aircraft designs, subject to export release, now developed or which may be developed in the future by CONSOLIDATED AIRCRAFT CORPORATION on a royalty basis which has been or will be mutually agreed upon. CONSOLIDATED AIRCRAFT CORPORATION will give its full cooperation to FLEET AIRCRAFT, LIMITED when that is not prohibited by the United States Government to the end that FLEET AIR-

CRAFT, LIMITED may continue to be the enterprising, progressive, and successful concern that it has been in the past.

On January 4, 1937, Nesbitt Thomson and Company, Limited, and associates offered for sale to interested Canadian investors 50,000 shares of the 90,000 outstanding and issued shares of FLEET AIRCRAFT, LIMITED. The offering was considerably over-subscribed and many requests for allotments from interests in the United States were refused in order to retain the desired Canadian ownership.

We are happy to welcome as a member of the new Board of Directors and into our Canadian partnership Air Vice-Marshal W. A. Bishop, V.C., D.S.O., M.C., D.F.C., Vice-President of the McColl-Frontenac Oil Company. We are also delighted to have as members of the Board of Directors H. H. Horsfall, President of Canada Wire & Cable Company; John Irwin, President of McColl-Frontenac Oil Company; A. J. Nesbitt, President of Nesbitt Thomson and Company, Limited; M. A. Thomson, Investment Dealer, also of Nesbitt Thomson and Company, Limited; E. G. McMillan, K.C., of Rowell, Reid, Wright and McMillan, Barristers and Solicitors; W. J. "Jack" Sanderson; R. H. Fleet, and J. M. Gwinn, Jr.

The new officers of FLEET AIRCRAFT, LIMITED, are W. J. "Jack" Sanderson, President and General Manager; E. G. McMillan, K.C., Vice-President; H. E. Langford, Secretary and Treasurer.

Air Vice-Marshal Bishop is well known in aviation circles and is one of the greatest living aces of the past World War. Messrs. Horsfall and Irwin are numbered among the better known business executives of the Dominion. Messrs. Nesbitt and Thomson are affiliated with Nesbitt Thomson and Company, Limited, which has offices throughout the Dominion of Canada and underwrote the capital stock issue for FLEET AIRCRAFT, LIMITED. They have had years of experience in investment banking and the firm is one of the best known investment houses in the Dominion. They will give to FLEET AIRCRAFT, LIMITED the same sincere attention which they give to all enterprises they finance. Messrs. McMillan and Langford are associated with the firm of Rowell, Reid, Wright and McMillan, Barristers and Solicitors, which firm has acted as



counsel for the Company since its inception. Having served as directors of the Company, they are thoroughly familiar with the ramifications of the Company as well as the problems of the aircraft industry in Canada. Major R. H. Fleet is well known to all of us and, time permitting, will give FLEET AIRCRAFT, LIMITED the same energetic cooperation which he gives to all of his undertakings. Mr. J. M. Gwinn, Jr., formerly a Project Engineer for CONSOLIDATED, grew up with the development of training airplanes with CONSOLIDATED AIRCRAFT CORPORATION and is one of this country's ablest aircraft engineers, thoroughly familiar with aircraft design and construction. The company will be headed by W. J. "Jack" Sanderson, formerly a captain in the Royal Canadian Air Force, who has considerable experience in flying and manufacturing various types of airplanes. He is one of Canada's foremost aerobatic flyers and is recognized throughout the Dominion as an outstanding pilot.

We are indeed delighted to congratulate FLEET AIRCRAFT, LIMITED upon its commencement as an independent aircraft manufacturing concern; "Jack" Sanderson for his work in guiding the Company through four long years of depression; Nesbitt Thomson and Company, Limited and their associates for their foresight and interest in making FLEET AIRCRAFT, LIMITED a Canadian controlled and owned enterprise; Messrs. McMillan and Langford for their intelligent legal guidance during the period of development and recent change of ownership; Messrs. Bishop, Horsfall and Irwin for their willingness to give of their time and energy in making FLEET AIRCRAFT, LIMITED an organization of which we should all be proud; and those others who contributed to the inception of this enterprise. CONSOLIDATED AIRCRAFT CORPORATION of San Diego, California, extends to FLEET AIRCRAFT, LIMITED, its sincerest felicitations and wishes for its future success.

### Gold Diggers of 1937

Prospective prospectors can arrange to go on the gold prospecting trips with Andy Schitch, Willy Romer and Walter Dugas, if they first qualify on the hill climbs with our one and only Russ Kerns. No gold as yet. Lunch by Kerns, believe it or not.

C. G. H., 5000.

Jack Frost, Major Fleet's personal secretary, wants it understood that he is not passing out cigars. The "first baby born in San Diego in 1937 appropriately to Mrs. Jack Frost," as so well put in some newspaper, is greatly exaggerated as far as Jack is concerned. There may be other Jack Frosts in town that have babies at Christmas time but not the J. S. of CONSOLIDATED. Jack has questioned Mrs. Frost thoroughly and he knows best. He has been busy receiving congratulations that he doesn't deserve.

### From the Metal Bench

THE building of an aircraft involves many months of tireless labor in all departments from the Metal Benches, the Welders, Tube, Tank, Wings and Hull Departments, Paint Shop and Final Assembly.

In our department, the Metal Bench, we are given a blue print and material for making a certain part. Perhaps it involves days or weeks of bending and fitting. We deliver the finished part and it is turned over to the Inspection Department and lucky indeed if they do not find an almost invisible crack in some portion of the metal or a defective rivet or some scratched part.

If found lacking in any manner the part is returned with a red card and must be perfected before being placed in store for final assembly.

As one visits the Metal Bench Department, with its almost deafening clatter from hundreds of hammers and mallets, there is a din that almost suggests the use of cotton to protect the ears.

As we reach the final assembly and see the result of our work, with wings being attached to hulls, motors installed, and perhaps the engines being tested in a final going over before delivery, the wonder and beauty of the new craft is thrilling beyond description and we wonder where all the parts we have been working upon for the past few weeks are located. One is impressed with the responsibility of the pilots who take charge of this splendid structure, knowing that one mistake might destroy in a few seconds that which has taken months to build. These flying boats are sure to take their place as the main defense of our country in case of war, and it is indeed a privilege to be engaged in such necessary work as aircraft construction.

Robert C. Zerwek, 3035.

**Huneck's 19th ANNUAL JANUARY Sale**  
 Thousands of dollars worth of **FURS**  
 FOR COATS • FURIES • CLOAKS • CAPES  
 and Smart Furs  
**READY-TO-WEAR**  
 and Millinery!

*Savings in Face of Rising Prices*

THE greatest dollar-for-dollar FUR values San Diego women have known in years . . . the largest and finest selection of luxurious FURS ever offered in any Sale by Huneck's . . . superior quality pelts, the smartest styles for today and tomorrow . . . every important FUR, every fashionable shade . . . FURS purchased before recent soaring market prices, now drastically reduced.

**FURS • DRESSES • CLOTH COATS  
 SUITS • FORMALS • SPORTSWEAR**

**25% to 50%**  
*Reductions*  
 from regular PRICES

A COMPLETE close-out of all Second Floor Winter Apparel and Millinery regardless of costs or losses . . . The season's Smartest Fashions, fine materials and trimming details found only in the better grade Ready-to-Wear.

*See these Fashions Compare our Values*

**Huneck's**  
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# Our Photographer By Norman Davidson

A TOAST this month to Otto Menge, our demon plant photographer who is apt to be discovered shooting photographs most anywhere, anytime, and whose shots have greatly enlivened each issue of the CONSOLIDATOR with a pictorial record of social functions and activities of the plant and personnel. Otto began his work in photography twenty-two years ago, running a kodak finishing laboratory in Buffalo for four years. From this he entered commercial photography, plying this trade for an additional two years and then branching off into motion picture newsreel work. He has been up and down and under. Taking photographs from the air, from inside industrial plants and even below ground in a Canadian gold mine 600 miles above the border. Blending commercial photography with industrial work, educational and newsreel photography, Otto has covered all manner of picture-taking conditions and his movies have flashed on the silver screen under the banners of Pathe, Universal, Kinograms, International Newsreel and Eastman.

It was working on assignment from Eastman to get some stunt airplane movies, that Menge made his first contact with CONSOLIDATED. "After much consideration," relates Menge, "I picked on the FLEET airplane as the ship that could do what I wanted it to do for this movie." Bill Wheatley, Nicholson, who is now final assembly inspector, and Warner were the pilots. After three months (Buffalo weather) Otto finally got what he wanted in a film that more than fulfilled the expectations of his assignors. Some of this reel is still avail-



able as "Aerial Acrobatics" in Kodak Cinegraphs.

Otto quit motion picture photography to go with the Ford Motor Company in 1934 and remained with them until '35 when he learned of CONSOLIDATED'S proposed move, joined, and came here with the plant.

While the photos by Menge gracing the cover and the contents of the CONSOLIDATOR are what the majority see of Otto's work, a good deal more is done in securing invaluable plant production, construction and other phases of CONSOLIDATED work tersely wrapped in black and white photographic records. This is Otto's "regular" work and all his time available outside of this, it appears, is occupied by attending social functions (with his camera).

## LINDBERGH FIELD CAFE

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# Cheers From The Side Lines

EXCERPTS from Ye Editor's mail which make us appreciate the holiday season all the more.

"I have just completed a very pleasant evening reading the October and November issues of the CONSOLIDATOR and wish to take this opportunity of offering you my congratulations on its contents and appearance.

"I was unable to secure a copy until very recently, when our friend Weihmiller came to my rescue with the October issue, and today Milton Sugg, now located in Washington with J. Edgar Hoover's 'G' men, loaned me the November issue. (You see the old CONSOLIDATED boys still manage to get together even in the Capital City.) I was mighty glad to read of all my old friends and their activities at the plant.

James D. Redding, Aeronautical Engineer, Bureau of Air Commerce, Department of Commerce, Washington, D. C."

"I acknowledge receipt of your pleasing magazine, for which I am sincerely grateful to you. With regard to the subscription so kindly given me by you, I accept same with pleasure, knowing that the interesting material it contains will be of the greatest usefulness. I repeat my sincere thanks and it is a pleasure to reiterate to you the expressions of my distinguished respect.

Major Victor Urbieto Rojas, Asuncion, Paraguay."

"Santa Claus left me a fine token of remembrance in the form of a bound volume of the CONSOLIDATOR. It is highly appreciated, and will be a constant reminder of one of the most pleasant and agreeable assignments of my Service career.

Leland C. Hurd, Major, Air Corps, Air Corps Representative, North American Aviation, Inc., Inglewood, Calif."

"We beg to thank you for the November edition of CONSOLIDATOR, which we distributed to all our traffic companies, and our army and navy. We have received letters from all of them thanking us for the magazine: they find the magazine very interesting.

pr. pr. Ingeniorforretningen Atlas A/S, Oslo, Norway."

"Thank you very much for Volume 1 of the CONSOLIDATOR which came as a Christmas present to us. We are very glad to add this attractive volume to our permanent San Diego

collection. If at any time the San Diego Public Library can be of help to your editor, please call upon us.

Cornelia D. Plaister, City Librarian, San Diego, Calif."

"A mighty pleasant happening!! Received my first copy of CONSOLIDATOR. Writing as one of the folks from 'back home'—got a big thrill reading the articles and news items. Each day have occasion to pass your old plant on Elmwood Avenue, and never seem to be able to get by it without a little 'sinking' feeling in the heart region (and I am not alone in this thought) that Buffalo lost something that was really worth while when they lost CONSOLIDATED.

Hesitate in admitting this—but after visiting your new plant at San Diego last May, enjoying your ideal weather conditions, etc., how fortunate the boys are who decided to go west with CONSOLIDATED. Perhaps some of them wish they were back to enjoy the slippery, sliding and skating time (and the 'turn table' stunts) we are now going through while driving our cars; to say nothing about the shoveling of those precious little nuggets at the tune of \$13.75 per ton!! Good luck to CONSOLIDATORS and CONSOLIDATED!

Sincerely, (Mrs.) Clare L. Crooker"—who happens to be your Jack Kline's mother-in-law, and to testify to our mutual feelings, have been in the air 'stunting' with Jack, and brought down safe and sound—even tho the announcer at the Becker Flying Field broadcast the fact that Jack was taking his mother-in-law up with him and he had grave doubts as to a safe landing for me, Hi, Jack!!"

"Congratulations on your CONSOLIDATOR." It is a very excellent publication and of course I am interested in it. Please remember me to all the boys, and with best personal regards,

W. E. Donnelly, Materiel Division, Air Corps, Wright Field, Dayton, Ohio."

Don Driese and Ronald Bell, gas-tight riveters de luxe, took a trip to Boulder Dam and Death Valley National Monument during the New Year holidays. One should see the impressiveness of the mighty dam and the copsy-turvy world of the weird and fantastic valley which are practically in your "backyard." Apparently Death Valley Scotty's claim is petering out or he's getting lazy, anyway he wants a buck a head to go through his palatial castle. Take one tip—if you do the whole valley at high speed, you'll have to "retire" your car both ways.

No. 4218.

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# To Pay By Check By H. E. Ryker

SOMETIME during January or as soon as the necessary arrangements can be completed, CONSOLIDATED AIRCRAFT CORPORATION will change from its present method of paying hourly wage employees by cash to payment by check.

In an effort to dispel any misapprehension or misunderstandings which rumors of the proposed change may have created, the following information is presented for the consideration of our readers. Some of the employees perhaps feel that payment by cash is still to be preferred to the payroll check method. The attention of these employees is called to the fact convenience and service of the employees always has been and will continue to be the most important consideration in determining the most equitable method of making the weekly payoff.

Let some of our readers conclude that the change is being made merely as a payroll accounting expedient and convenience, it is pointed out that a series of circumstances and conditions culminating just at this time makes the proposed change in method of payoff advisable, if not imperative, as "that pay line must be met."

Chief among these deciding factors is the vast amount of employment, earnings and payroll statistics and information which the Social Security legislation, effective January 1, 1937, demands of the employer concerning each active and terminated employee. The Social Security Act in effect makes each employer the Federal and State Governments' record keeper regarding all vital earnings and personnel data for each of his employees from this date forward. In addition there is, in the case of the CONSOLIDATED AIRCRAFT CORPORATION, the added problem of the tremendous increase in the number of personnel.

You may best gain the desired understanding of the magnitude of the task involved in the weekly preparation of our present all-time-high hourly wage payroll by considering the following statistics:

There are at present 3224 employees on our hourly wage rolls for whom 3224 clock cards must be prepared weekly. Since each employee's clock card must be handled at least four times daily by the payroll department there results at least 12,896 operations per day or 77,376 operations each week on this one item.

In addition, 19,344 days' pay must



be calculated by the payroll department each week: from these must be compiled a weekly earnings total for each employee from which must be subtracted such periodical payroll deductions as the Employee's Unemployment Insurance Tax, Community Chest Donations, Group Insurance Contributions, and others, to determine the net amount due each employee each week. As soon as the latter amount has been calculated and verified for each employee, final preparation of his pay envelope is completed for the weekly payoff by writing on the inner side of the flap of each pay envelope in pencil the net amount of currency and coin which is actually inserted or "stuffed" in the pay envelope and verified before "sealing" the pay envelope, preparatory to delivery to each employee in exchange for his receipt in the form of his signed clock card for the respective week concerned.

There are, of course, many other detailed calculations necessary in the preparation of a weekly payoff which have not been enumerated above. One of the most complicated and exacting of these is the determination of the overtime earnings to be included in each employee's gross earnings each week.

The essentials of the foregoing may be summarized by pointing out that in order to accumulate and calculate the time and weekly earnings of the 3224

hourly wage employees more than 300,000 individual operations are performed by the payroll department each week, or an average of approximately 10,000 operations for each of its personnel. When it is considered that many of these operations must be performed in widely separated and remote parts of the plant at all hours of the day and night it becomes apparent as to the extent of coordination and synchronization which must be maintained at all times in order to produce the required results within the time limits permitted by our prescribed pay-off schedules.

Immediately after January 1 every employee will have assigned to him a nine digit number for Federal Social Security administration purposes and also one for the State. In calculating and reporting each week the employee's and employer's Old Age Pension contributions to the Federal and the State Social Security Administrations, 60,-000 figures must be copied to the payroll and other statistical records.

The addition of these new and extra daily and weekly operations may seem inconsequential to those unfamiliar with accounting requirements, but to those who know and to those charged with the responsibility of paying the employees *on time*, the increase assumes alarming proportions. Only an estimate can be made as to how many additional persons may be required or how long it might take to prepare the larger payroll under these conditions. One requirement, however, is inescapable, namely, that the pay-off be on "the dot" on Fridays as heretofore, as "that pay line must be met", a creed that is part and parcel of any payroll department and one which was fully vindicated when the members of the payroll department sacrificed a large part of their own Christmas and New Year's Holidays in order that the other employees might receive their pay one day ahead of the regular pay-day.

To accomplish this has necessitated the installation of what is known as tabulating accounting machines which will prepare the payroll much more quickly and more accurately than human hands could ever expect to perform the task. These machines will also print the checks for the individuals and at the same time provide a check stub which gives each employee a complete record of his weekly earnings and all deductions in respect of Social Security, etc., made from his earnings. In passing it is urged that these stubs be retained by the employee as a permanent record. From them can be determined the employee's interest in the Social Security fund.

In order that as little inconvenience as possible may be experienced in cashing checks, arrangements have been made with many San Diego merchants to cash the paychecks without requiring a purchase to be made. A list of the concerns who will cooperate in this respect is now being prepared and will be posted in conspicuous places in the plant prior to the issuance of the first payroll by check. All employees are urged to acquaint themselves with this list and it is believed that very little trouble will be experienced by the use of checks instead of cash. However, the best laid plans sometimes fall short of their mark and it is entirely possible that certain individuals may at first experience difficulty in cashing their checks. In this event it is suggested that such persons immediately report such happenings to the Payroll Department, so that steps may be taken to eliminate the possibility of a recurrence of such inconvenience. It might also be added that before reaching a decision as to check payoff, a survey was made of more than twenty large firms doing business in Southern California and it was found that in every instance the check payoff was used and that there was little or no dissatisfaction experienced.

Elsewhere in the CONSOLIDATOR will be found a list of the merchants who have agreed to cash checks without purchases being made. Many other merchants will in all probability be added to the list from time to time. In this connection we want to take this opportunity of extending our thanks to the concerns listed and to those to be added from time to time, and to invite any and all merchants in San Diego and vicinity, not now on the list, to send in their names if and when they desire to have their names added.

Russell Seelig wishes to thank the gang from Leading Edge and Bulkhead Departments for wedding gift. He says the toast was swell.  
Russ Seelig, 4106.

Wooster, No. 4253, wants a ride on the Company's new overhead trolley system.

Brown, No. 4247, makes him look like a piker by hoping the Company will give him a job running a traction car on the monorail.

William Bethel, Night Wings, who underwent an appendicitis operation at Scripps Hospital, La Jolla, last Saturday evening at 5 o'clock, states that he doesn't like hospitals.  
W. R. Jordon, 7231.

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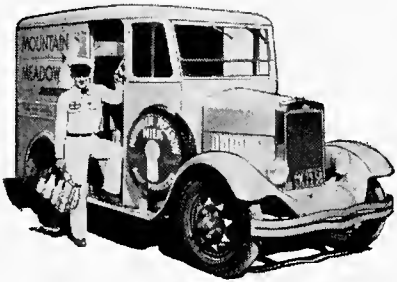
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## "Cinderella Boys"

A NEW crop of sourdoughs has sprouted in our midst. These boys are determined to do this job of prospecting up in a modern manner, even going so far as incorporating and issuing stock in mining projects yet to be developed or even located.

Back in the Fishcake Mountains, these "Cinderella Boys" have staked out a claim. After much serious discussion it was named the "Silver Slipper."

Much "paper" has been disposed of, all under the sanction of SEC, of course, and their first move was to accumulate equipment so necessary to successful mining operations.

As most parties approached were skeptical about parting with hard cash, many compromised by offering material things they thought might be required.

A former PWA worker kicked in with some picks and shovels. A riding academy gladly gave up a mangy burro. Neighboring housewives furnished cooking utensils and a local builder added a slightly shopworn unmentionable.

As could be expected, "Cactus" Kern is heading the venture, that is at times when Hyacinth, the burro, isn't heading where she wants to go. "Death Valley" Dugas is acting as general utility man and cook.

"Alkali" Tom Galvin is handling the assay problems but hopes they could accumulate another burro or two so he could promote a race.

Keep your eyes on these boys—they are going places.

## Uplifters' Column

Our "drink of the month" for this issue emanates from the frozen north, transmitted through the kindness of the Navy's able Admiral Gannon, Commandant of the 11th Naval District. Its name typifies the wintry blasts which swoop down on unsuspecting mariners from the lofty slopes of Alaskan glaciers; quite the antithesis of the effect the beverage actually has. Here it is:

WILLIWAW.

3 parts bourbon or rye  
1 part bacardi  
1 part lime or lemon  
 $\frac{1}{3}$  part Log Cabin Syrup or equivalent.

Add plenty of ice and shake well until frost forms on the outside of the shaker. Serve.

This is guaranteed to fortify against the severest blizzard.

Elton "Bronco" Butzen, of the Hull Department Inspection Staff, took the vows on New Year's day. He joined hands with Miss Lorraine Morton, of San Diego, and they were securely welded together by an Orange County Wedsmith. Congratulations and best wishes for years and years of wedded bliss and may you be the recipients of many "happy blessings." P.S. Wasn't your choice of brand of cigars a little careless? Check with your Spanish speaking friends.

## School Notes

To any one interested in continuing their education or desiring to specialize in some particular subject, attention is called to the Extension Courses offered to residents of the State by the University of California.

These courses cover a wide range of subjects, are handled by the regular University faculty. In most cases, the fee is as low as \$7.00. An added feature is the loan service from the University Library of any required textbooks.

Further information may be secured by writing to The Registrar, Extension Division, University of California, Berkeley, California.

D. Miller, clerk of the drill press department sent a re-work order to Charlie Tailor of the tool room asking that the flexible drill bushings be made stationary.

Thinking to put one over on Elmer Johanson of tool design, some of the boys informed him he had won a turkey for Christmas and presented him with a beautiful bird of wood with dural wings and true head and feet from a real turkey. Joe sold the turkey to Al Nelson for four bits. . . . Whose face is red now?

Dwight S. Mills of the engineering department welcomed on December 20th one seven-and-a-half pound addition to the family, Master Russell David Mills. Congratulations to Mr. and Mrs.

Teacher (to small pupil): "Spell 'straight'."

Pupil: "Straight."

Teacher: "Correct, what does it mean?"

Pupil: "Without ginger ale."

Bob Jones, Engineering.

Mr. and Mrs. L. Chaplin wish to thank the boys of the Hull Department for the radio given them as a wedding gift. They are now at home at 4063 46th Street.

**Good Will**

The generous action of the men of the Night Shift, who, of their own accord collected several hundred dollars for the purchase of Christmas baskets containing groceries, increased the scope of Bill Gilchrist's activities during the Holiday season to a great extent. It was with great appreciation that the Personnel Department accepted this money and agreed to distribute the baskets to those who needed them. No finer action can be evidenced in any group of men any place in the world.

In keeping with the spirit of the season and the whole-heartedness of the men of the Night Shift, CONSOLIDATED placed in each basket a sum of money equivalent to the value of the merchandise contained therein.

Much credit is also due to the open-handedness of San Diego merchants, who through selling their merchandise at cost, enabled the baskets to be more plentifully filled.

(Miss) R. E. Thurston, 810.

**Night Wings**

Leo Klingmeyer is back in our midst after winning the decision over Old Man Flu. Leo threw away his flannels before leaving Buffalo. Says he wouldn't have if his wife hadn't bombarded him with Sunny California literature.

Mel Kruger recently purchased another block of coastal property. He was rather vague as to the location of his most recent acquisition, but, from the size of the fine, it could be the San Clemente City Hall.

Wonder why Raeburn, the Terrible Turk of the center section, calls Sampan Make Eberight "The Rajah"? Must be a story there.

Willie Kane, the Baron of the night shift, recently announced that he has driven one million miles between Santa Monica and San Diego during the past year. Set his speedometer back ten times and only had a valve grind. Says he's considering an offer for his sworn testimonial from Chrysler, Ford, Willys or General Motors, before he tells the make of his car.

B. W. Simmons.

Ray Eickmeyer, Night Wings, reports a very pleasant trip to San Francisco during the Christmas holiday. We learned too that the above mentioned Ray Eickmeyer and Miss Mary Ann Nunes of San Diego are engaged to be married.

**Appreciation**

Dear "Al" we regret that you're going to leave us:

That never, perhaps, may we see you again: But altho your parting and absence may grieve us,  
The thought of your friendship will always remain.

You'll smoke a cigar in an hour and forget it: You'll toss it away,—"out of sight, out of mind":  
But the sorrowing hearts you have left will regret it  
That never the equal of "Al" can they find.

But why should we sorrow and why should we sadden  
The thought of the gift we so cheerfully give  
To dear old "Al" Davies whose mem'ry will gladden  
The hearts of his comrades as long as they live.

So take the cigars, dear old friend, may they cheer you,  
And comfort your heart when you think of your friends:  
The good wishes of all in old Planning are near you  
Where e'er you may be till your life's journey ends.

John E. Whitman.

In the wee small hours of January 1, after a strenuous evening, some of the boys were discussing events past and future under a table at Eckerts. Doug Basore was heard mumbling New Year's resolutions. Sandwiched between fidelity in marriage and something about not more than five beers a day was one to fly the Mock-Up on its test hop. Happy landings!

No. 619.

News got around that "Mac" McClain, cutter in back of the shop, had acquired a job with Mary Pickford. Now it's "Buddy" McClain—America's latest sweetheart.

**Hot News—Welding**

Vince Calwell pulled a fast one last week and got married without letting any of the boys know about it.

Harlan Dye just returned from a trip to his home in Texas. He says those Texas gals are sure the berries.

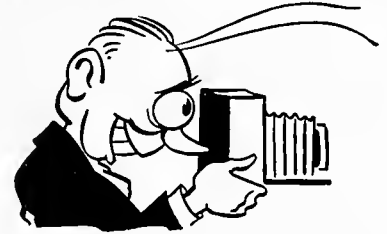
A tip from Smitty. Don't try to cross the new bridge in San Francisco unless you have \$1.30 or you may spend the rest of your life in Oakland.

Sam Snyder just got back from a trip to Hartford, Connecticut. We are all wondering why he went.

Flash! Ben Kiegle and Bob Robertson went to the Big Game and then started to Santa Anita. But being held up in traffic evidently saved the boys a lot of money. They arrived in time for the last race and still have money enough to buy lunches.

Smitty, 5431.

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# That 1936 Dance

**T**HOUSANDS of CONSOLIDATED employees thronged the Mission Beach ballroom on a Saturday evening, 'way back in December, 1936, on the occasion of a "get together" holiday dance. And when I say "thronged" I don't mean perhaps. An estimated crowd of four thousand fun-seeking, dance-loving, and we might add, thirsty, CONSOLIDATORS stormed the ballroom to make the dance the most memorable of the holiday season.

Dancing swung into action about nine o'clock to the sweet rhythm of Charlie Parnell's orchestra, and by ten, the huge floor was receiving a gruelling punishment from thousands of "CONSOLIDATED" feet.

Entertainment between "Quarters" was furnished by talent "dug up" by Mr. Gilchrist from among employees and their families. "Old Man Thursday" as he is affectionately called by fellow workers in the tool room, danced the "Buck and Wing"—and did that man throw his brogans around!! Later on in the evening, pretty Barbara Noss, 15-year-old daughter of Robert Noss, member of the Hull Department, did a little "Truckin'", as she called it, to the tune of "Tiger Rag." Probably the greatest attraction of the evening was the accordion playing of little ten-year-old Mary Adele Trushinski, petite daughter of Arthur Trushinski, who works in Final Assembly. Encored time after time, Mary could have entertained the dancers all evening if time had permitted.

Eleven o'clock and time for the drawing. Edgar Gott, able assistant to Major Fleet, was in charge of this end of the affair and we must admit that he handled it very efficiently. The "lucky winnah" of the first prize, a splendid toastmaster set, was E. Welhelm from the Tank Department. E. W. Scott from the Machine Shop tool crib won the beautiful I.E.S. floor lamp which was donated as second prize. Third prize, an up-to-date waffle iron, was taken by J. E. Benson, Hull Assembly.

About 1:15 A. M. the orchestra started packing up their instruments and the crowd made a rush for the check room, where, if you were lucky, you succeeded in getting your hat and coat after about fifteen minutes of good-natured pushing and shoving of fellow employees.

Seen in the glare of Otto Menge's flash bulbs: Bill Schurr dancing with

Lucy Fisher. . . Tag Gorman showing off a beautiful brunette to the crowd. Thought Charlie Jones was on the water wagon? . . . All the women looking for Dick Macumber. . . Alan Abels provoking all the blondes by paying all his attention to his wife. . . Bernie Sheahan acting like a sane and sober husband should. . . Lloyd Standley trying all the latest dance steps on his wife's shoes. . . Major Hurd renewing friendships. . . A wild party of engineers in the smoking salon. . . All the men trying to get a dance with Mrs. Robert McMullen . . . and last but not least, Bill Gilchrist working his head off to help make the dance the huge success it proved to be.

W. Stanley Saville, 524.

## Midnight Rodeo

To many who went away from the CONSOLIDATED Christmas Party happy and full of Christmas Joy or "Old Quaker", their only thoughts were of home and sleep but it was for the last of the frolickers to enjoy the treat of seeing a Merry-Go-Round hijacked or whatever one calls it when a carousel is taken over.

Charged up with the old gusto, about 30 of the guests started the old horsy whirl up and proceeded to make Tom Mix, Hoot Gibson and Ken Maynard look like a bunch of tenderfeet with their demonstrations of plain, fancy and trick riding.

When the power was shut off, they tried to push it around and just before the lights went out one ingenious soul was noted trying to remove one of the glassy-eyed steeds.

If any one woke up with a wooden pony in his bedroom, please return it to its proper spot in the parade.

Mrs. A. McKellar of San Diego announced the engagement of her daughter Margaret to John "Scottie" Doig, Hulls, at a large New Year's eve party. Among many guests present were the following CONSOLIDATED employees: Mr. and Mrs. Al Clark, Mr. and Mrs. Jack Bryant, Elmer Gahlbeck, Mr. and Mrs. James Eaton, John Orr, Mr. and Mrs. Wm. Milton, Mr. and Mrs. Herbert Ezard, Mr. and Mrs. E. Grossett and Andrew Michelson. Attractive wedding bell decorations and favors helped a congenial crowd to be quite merry and many contributed to the entertainment.

No. 619.





SAY YOU SAW IT IN THE CONSOLIDATOR

# Spot Welding—The Economy Aircraft

By Charles



sarily for speed, but to keep the zone of fusion of the cast slug below the sheet surface.

Included in the welding equipment is a sequence panel controlling the sequence of operation. When the operator pushes the foot button the air pressure is applied to the electrodes before the current flows and released immediately afterwards. This cabinet also contains an auto-transformer to adjust welding heat on the welder. The 440 volt supply current is reduced partially by this transformer and finally to about 8 volts by the welding transformer contained inside the spot welder. The low voltage impressed on the welding electrodes precludes any possibility of a dangerous electrical shock to the operator.

A combination of voltage and amperage is necessary for an injurious electrical shock, for the human body has an inherent electrical resistance.

The amperage to weld heavy gages of aluminum is in the neighborhood of 30,000 amps., therefore the transformer, welding arms and electrodes of the spot welder are water cooled. Since the water is seriesed through the spot welder the question comes up why doesn't the water cooling short circuit the leads? It is again because of the low voltage used the water can be considered a nonconductor of electricity, which it really is.

On the welder itself we have the control button on the floor, besides several switches at the side, one of which lowers and raises the upper arm for adjustment. Mounted on the welder is the instrument panel which contains an air pressure dial giving the air pressure on the cylinder which in turn determines the electrode pressure on the work. There is also a weld consistency indicator consisting of a ballistic galvanometer combined with a photo electric eye which rings a bell when the indicator covers a beam of light. One bell means a good weld, none a poor weld, and two an overheated weld. Of course, this instrument is not infallible, but it aids the operator in turning out uniform spot welds. The other meter is a zero center ammeter which remains inactive until trouble is experienced with the Thyrotron control at which time it deflects violently to one side. This is to safeguard the delicate and expensive radio tubes. There are several other pieces of equipment on the instrument panel, but a detailed description of

these is impossible in an article of this length.

It might be mentioned to the left of the large spot welder is a smaller machine which was designed and built at the factory. The object of this equipment is for steel welding as the capacity of the large machine is such that it is impossible to reduce the current sufficiently to weld steel. This is attained by attaching the current leads to the larger machine and current losses are great enough so that steel may be spot welded.

Not shown on the photograph is a flash welder, which will also be supplied with current from the large welding machine. This is now being built by the tool room. Its particular function will be welding extensions onto ordinary drills.

## Spot Weld Versus Rivets:

The problem of joining materials has never been completely solved and commands the best efforts of engineering.

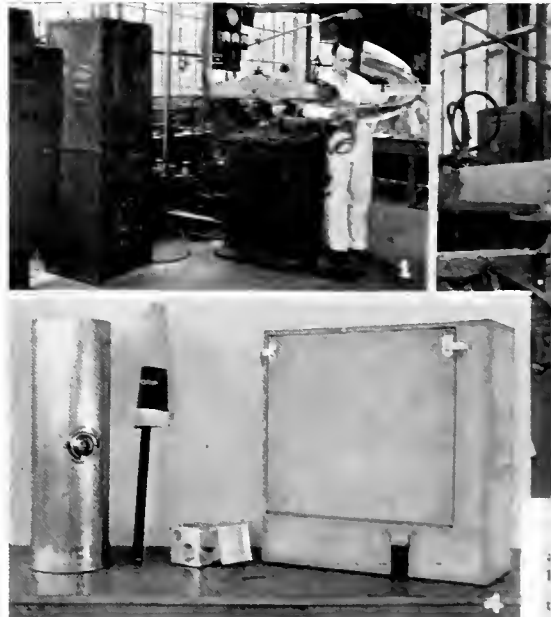
Riveting, as old as craftsmanship, is inefficient from a joint strength standpoint, and costly because of labor and tooling involved. It must be re-

A SPOT weld may be described as the joining of two pieces of material by placing them between electrodes under pressure and utilizing the heating effect of a heavy current for a definite period of time. A small slug or spot is fused between the sheets at the point of contact. Spot welds are used to replace rivets and can be compared to rivets inasmuch as they have a definite spacing and are designed for shear stress only.

Although spot welding has been used for over a period of thirty years, it has only been the last six years that an attempt has been made to control the various factors and produce uniform and dependable welds. Since the invention of the Electronic tube timing control the spot welding of Alum Alloys has been made possible.

The equipment at CONSOLIDATED consists of 125 K.V.A. spot welder combined with the G. E. Thyrotron control panel. The Thyrotron panel contains the electronic tube timing control, consisting of two mercury pool rectifying tubes ignited by a radio circuit. The time of current flow is adjusted by a dial, on the front of this cabinet, in equal number of cycles of 60-cycle current. For welding of aluminum alloys periods of time of 1, 2 or 3 cycles are used; this means the actual time the current flows is less than 1/20 of a second. The use of such short periods of time makes it theoretically possible to weld 1,800 spots per minute, which would be seven times as many welds produced as rivets being made on the rivet machine supplying the entire shop.

The short period of time used for welding aluminum alloys is not neces-



# Mechanical Method of Joining Materials

Hibert

membered that in order to rivet, a hole must be drilled, which reduces the strength of the joint by removal of material. Spot welding does not remove any material and the union is made of the sheet without addition of flux or extraneous stock. To increase the strength of a spot weld joint it is only necessary to add more welds while a riveted joint must be re-designed for spacing and rivet sizes.

On certain materials, notably stainless steel, it is possible to realize a joint as strong as the original material which from a practical standpoint is impossible to achieve with rivets.

Spot welds eliminate the projecting heads of rivets, reducing disturbance of the airflow on a section. On small airplanes this is quite a factor for consideration as on one particular model rivet heads account for a 30 mile per hour drag. From an aerodynamic standpoint spot welds present a smooth surface. Spot welding of interior furnishings adds greatly to the appearance and is pleasing to the eye. This is of a definite value that cannot be measured by cost alone.

Some materials, such as the stainless steels, spot welding is the only

practical method of joining. Rivet holes are difficult to make and the rivets cold work and crack under the rivet hammer. There is at least one concern building an all spot welded stainless steel airplane. It is said that Russia has been using this type of aircraft construction for years. The Burlington Zephyr, that everyone is familiar with, is of stainless steel spot welded construction throughout.

From a cost standpoint, spot welds cost about 1/3 less than similar riveted construction of aluminum alloys. In steel there isn't any comparison as spot weld cost drops clear out of sight. We have a shining example of this in welding extensions onto drills. Outside purchase of these drills made from one piece cost approximately 80c each, whereas our output is about 25 dozen in 8 hours. Simple calculation will show this is about \$250.00 worth of drills, representing a saving of over \$200.00. With the new fixture now in working it will be possible to do 7 dozen drills per hour. Spot welding has been adopted by all of the major automobile industries as a cheap production method. They have achieved unbelievable speeds with a specialized equipment, such as spot welding an entire chassis of 180 spots in one operation.

At present only secondary structures of aluminum alloys may be welded, due to the unreliability of spot weld construction and the inherent weakness in tension. We are also restricted to Alclad alloys and 52 S alloy from a corrosion standpoint. Nevertheless there is plenty of work available in aluminum alloys that come under the above restrictions. Of course, steels may be readily welded but there is very little of it used in our boats. After all, choice of materials is essential to satisfactory spot welding.

## Production:

The equipment was set up in November, 1935, and several problems remained to get in production. It was found that the tools supplied with the equipment would not do the variety of work that might come up and this necessitated a redesign of the welding fixtures to make them more or less universal. After we were ready to operate it was discovered that little work had been actually designed for spot welding, leaving us with a fine business and no customers. At last someone gave us a job, day of days, then to scurry around for tools and

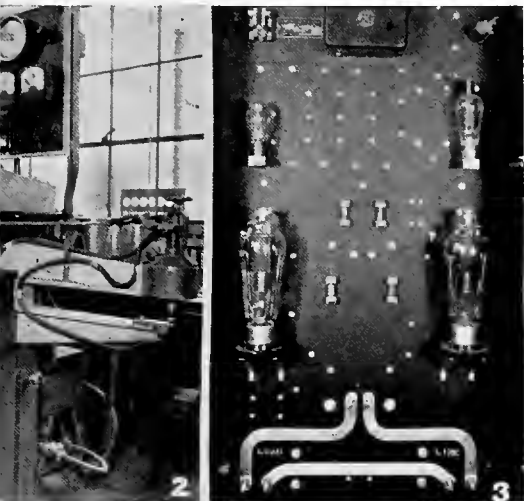
develop a technique. Eventually we produced a box that could be picked up by the corner without coming apart.

I imagine that every infant process is under fire, mostly due to the indifference to new changes and prejudice in favor of the old. Spot welding is not a panacea, to regard it as such is to invite disappointment. But there is something in it and those who may doubt its efficiency remind me of the farmer who saw his first giraffe and said, "There hain't no such animal."

At present most of the junction boxes are spot welded. One size in particular contains 30 welds and there are five of these per ship. Up to now, three hundred of this size have been welded and production speeds have been as high as 20 boxes per hour. It must be remembered that this box is small and would be difficult to rivet, the best estimates for riveting would be 3 per hour.

The largest job in production at present is the food locker, containing approximately five hundred spot welds. The ends of the angles are riveted to prevent failure from starting on the corners. The box is delivered to the spot welder fastened with P. K. screws and disassembled for cleaning. The sequence of reassembling has to be such that it can all be spot welded on the welding machine as it is impossible to use portable tools such as in riveting. Imagine this being riveted on a fixed stand. With spot welding it is a case of necessity and each job must be planned and assembled in the correct order so that it can be welded between two fixed arms. If it so happens that welds are forgotten in most instances it is impossible to go back and weld them after the next set up. One may suspect we are at a disadvantage, on the contrary a planned construction is always cheaper than unplanned. If this locker box was to be riveted most of it would be done by hand, whereas in spot welding the work must be done by the machine. It may be said that as yet no job has been refused as inaccessible and we have spot welders working where one couldn't rivet at any price.


Other spot weld jobs include radio masts, experimental water rudder, propane stove, cowling, water tanks, fairing and other parts too numerous to mention. There are about ten thousand welds on the present airboat and on the next order we hope to double this amount.



View of spotwelding equipment showing thyatron panel, sequence cabinet, and spotwelder with A. J. Blair erstwhile operator in front view of thyatron control panel showing timing tubes. A few articles of production including a water tank, radio mast, box, and food locker.

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# GROUP INSURANCE By Paul Wolcott



sum or in installments, with full allowance for interest, in event of permanent and total disability of any employee before the age of sixty. Immediately upon receipt of proof of death, payment of claim is made to the beneficiary previously named by the employee.

A weekly benefit is paid in event of sickness from any cause, or in event of disability occurring through accidental means not arising out of and in the course of employment (CONSOLIDATED has Workmen's Compensation Insurance for accidents arising out of employment).

Each employee is furnished an individual certificate outlining the insurance benefits under the policy.

New employees may make application for the insurance as soon as they become eligible. No medical examination is required if application is made within one month of date of eligibility.

Insurance on the life of any employee will be terminated upon request from the employer, accompanied by proper notice in the event of discontinued employment, or failure on the part of the employee to make the required payments. The insurance on the life of any employee temporarily laid off, given leave of absence or pensioned may be continued under certain conditions, at the option of CONSOLIDATED.

In the event of termination of insurance on any individual in the group by reason of termination of employment, the employee is entitled to take out, without medical examination, a policy for the same amount of life insurance, either straight Life or Endowment, at regular rates.

Accident and Sickness Insurance on any employee is terminated when he ceases to contribute his share of the cost or discontinues employment. The insurance, however, will not be terminated while the employee is disabled or entitled to weekly indemnity under the policy. Employees temporarily laid off may continue their insurance for a period of thirty days.

There are no restrictions as to diseases. However, the Accident and Sickness insurance does not cover any period of disability where the employee is not under the care of a physician; nor injuries sustained or sickness contracted or suffered outside the continental limits of the United States of North America, of Canada, or any part of either north of the 60th degree

(Continued on page 24)

# . . . Another New Year's

Cars by the thousands going to Los Angeles—rain and more rain on the way up—traffic jams—wrecks by the dozen—streams flowing across the roads—crowds at the Biltmore—many CONSOLIDATORS trying to get rooms at the Plaza in Hollywood—Lucy Fisher having a good time with party—Ralph Carter all decked out swell as "maitre d'hotel" or something ritzy in the Plaza's new lobby—Rochelle Hudson of movie fame, munching a filet mignon with friends at Eaton's steak house—Mary Carlisle of same fame munching on another one at the same place—us having a sandwich—tickets for sale to the game at all prices the evening before—good show at the Biltmore Bowl with everybody happy except two poor souls who were sober—dodging other people going back to the hotel—next morning; a headache—tomato juice for breakfast—Man Mountain Dean at the Plaza trying to get four others to share a taxi with him to Pasadena to the Game, without success—More tickets for sale at the game but at a little more dough—crowds from Pittsburgh and Washington wondering where 88,000 came from—Larue and Goldberg showing Washington how it should be done—Washington giving a good exhibition of passing for a short while but quickly squelched—and did you notice the drum major-esses in the two bands—I'll take the ones with the Pasadena Band, I was able to see them closer—some Irish miners and lumberjacks on those teams—Major Fleet, Mrs. Fleet, and the Leighs, all cheering for Washington but the Kellys and Laddons betting on Pittsburgh—crowds after the game—handled a little better than last year—better weather home—finally resting up Saturday and Sunday for work Monday—and somebody broke my pipe over the weekend so I couldn't smoke at the game.

Jack Frost.

P.S.—Didn't even see the parade.

Why are the boys kidding Joe "Babe" Duncan of the Tail Department so much about his careless dunking. Spots on your vest, Joe?

Ernie Johnson deserves a medal. New Year's eve at Tijuana he talked Pedro of the Long Bar into setting up a round on the house.

The Welfare Department is seeking aid. If you know of a fellow-workman who is sick or has sickness or trouble at home, will you please report to the Personnel Office or your foreman so there can be an investigation made. There is room for a lot of good things in the Welfare Department and the best of all will be CO-OPERATION. A large number of folks were visited last month and all have had a word of praise for the thought that "someone is interested in us or there would be no visiting done." Someone is showing an interest in you so let's start 1937 by thinking of others and make it a happy year for ourselves.

"Bill", 808 (Gilchrist).

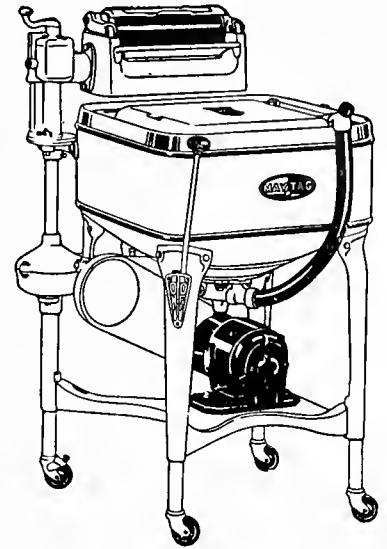
The four-day holiday at Christmas, saw Cash Stall making a dash to and from San Francisco where his wife was visiting. He seems more cheerful now that she is safe at home again. Has apples in his lunch now, too.

Mrs. Tex Cathcart also has found that absence sometimes is good for marital bliss and has gone to Dallas to visit her mother. Blessings (?) seemed to pour upon Tex at the first of the year. We hear that he is to have a new job in the office herding one of those new accounting machines.

On New Year's eve, a package pass turned up for "1 jug of anti-freeze" issued to Roy A. Miller. How come, Roy? Anti-freeze in Sunny California— isn't that rather stretching things, even if it mixes well with gingerale?

George Pasko, No., 7608, of the Carpenter Shop, was seen the other night leaving work with books on knitting. Anyone interested in same can get lessons from George.

Durward, 882.



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# Bonham Brothers Greater San Diego Band

THE famous Bonham Brothers Greater San Diego Band paid a welcome visit to CONSOLIDATED on Thursday, December 24. Resplendent in their trim blue and white uniforms, the boys serenaded CONSOLIDATED employees during the noon hour at the north end of the plant. Led by Jules F. Jacques, they very capably rendered a widely diversified program. It was a moment of throat-catching beauty when their clear young voices rose confidently in "Silent Night", accompanied by the muted tones of the instruments. Feet were set a'tapping by their gay rendition of "Jingle Bells." Among the many numbers played were "Adeste Fideles," the Stanford College Song, and a medley of familiar songs, including, "Pop Goes the Weasel" and "Carry Me Back to Old Virginny." With three hearty cheers for CONSOLIDATED and a rousing, "Merry Christmas!", the boys concluded their program. The employees who heard the concert were indeed privileged to witness such a talented array of youngsters. We all join in thanking the boys, their director, and their sponsors, the Bonham Brothers, for such splendid entertainment.

There is an absorbing story behind the formation of these boys' bands which have participated in every important military, fraternal and civic function in San Diego.

Because they received so many advantages from playing in boys' bands in Nebraska, when they were youngsters, Harley and B.W. Bonham formed two bands in Kimball, Nebraska, when they were in business in that city, in order that other boys might also be benefited. For their work in Kimball they received a gold trumpet from the city officials.



When they moved to San Diego in 1926, the brothers started their first boys' band in this city. Since that time more than 700 boys have received free instruction in the different bands. There have been four bands in all in San Diego.

Citizenship training is the basis for membership in the organization. The boys are compelled to undergo a strict test in order to become bandmen. They must agree to practice at least thirty minutes a day, attend rehearsals twice and often three times weekly and obey Jules F. Jacques, their director and instructor.

During 1935 and 1936 Expositions the youngsters played in more than 150 programs and, in 1934-36, inclusive, they participated in the

tournament of Roses as escort for the San Diego floats.

At the present time, there is one band of about 135 which will be continued at least through 1938. Another will be formed sometime during 1937.

The pledge which the boys must take in order to become members of the band is an inspiring one:

"I, the undersigned member of the Bonham Brothers Greater San Diego Band, do hereby pledge myself to abstain from the use of profane language and all habits that do not make for the best in manhood: to be honest in all my dealings and in all my thoughts, always telling the truth without fear.

"I pledge myself to keep my body physically, morally and spiritually clean: to forgive those who hurt me, to help and protect the weak, the young and the old: to love my parents, my home, my neighbors and my country; and be loyal to all these.

"I further pledge myself to work for better grades in school; to support my Sunday school by regular attendance; to be polite and courteous at all times and strive for harmony, not only in my playing but also in my organization by good behavior and deportment.

"All this I sincerely pledge, realizing that I must build my character by training myself in good habits, thus becoming a better citizen."

## ROY'S FOR BETTER MEATS

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## THRIFTY MEATS

949 Twelfth Avenue · Phone M-2488

Once more the Navy has reached into the ranks of CONSOLIDATED and this time Tommy McAleer has been chosen for the assignment of a civilian inspector of Naval Aircraft.

Mac has had a colorful as well as interesting background in this Aviation business. Starting with the original Curtiss organization when they moved from Hammondsport to Buffalo, he held various positions from mounting the first "Jenny" motors to handling Tool Room and Machine Shop operations at the Garden City, Long Island plant during the war. He was in charge of assembly on the NC-4 boats and handled many other sizable projects.

Coming to CONSOLIDATED in 1931, he had charge of Experimental work and built the first "Commodore" hulls.

For the past few months he has been attached to the Hull Inspection Department.

Congratulations on your new assignment and we all wish you the best of luck and success.

The Galvin Brothers, Tom and Bucky, are entertaining their sister, Virginia, here over the holidays. This is her first visit to California and she is not only enjoying the sunshine and flowers but is renewing old friendships with her many CONSOLIDATED friends. In Buffalo, Miss Galvin is Secretary to the Commissioner of Parks. After looking over our Balboa Park the folks back east can expect some drastic changes when this young lady tells about what she observed there. Happy trip back home, but we bet you'll be back soon to stay.

Arnold Blume and his family spent New Year's week-end visiting friends and relatives in Los Angeles. The children enjoyed the snow on Mt. Wilson.

"Gus" Hinchel rode a horse in the parade at Pasadena and then watched the game from the 50 yard line—the lucky stiff!

The Schuyler family also attended the Rose Bowl game and stayed over the week-end with friends in Santa Barbara.

Tom Galvin spent many hours at Santa Anita buying oats again. He has had trouble figuring out the nags lately but should be back in form again soon. Good luck, Tom.

Telegram received by CONSOLIDATED AIRCRAFT CORPORATION before the move from Buffalo in reply to a telegram sent Gordon Mounce inquiring as to his whereabouts.

NOEL HOTEL  
NASHVILLE, TENN.  
*Flight Report*

Where's Sam McGee from Tennessee?  
Where the cotton blooms and grows.  
There's better flying in the frozen North;  
Just ask someone who knows—  
Here it snows and blows and blows  
And the weather man says No.  
The ground is rough; and the flying's tough,  
Oh! where is Buffalo?

When it's zero zero,  
I'm no hero,  
I'll sit around and wait,  
Give me the northern lights  
Though they be strange sights  
Instead of the pearly gates.  
He was always cold this Sam McGee  
And now it's plain that he  
Was born that way and he stayed that way  
Cause he came from Tennessee.

Gordon Mounce.

## Attention, Anglers!

The State Department of Natural Resources, through the Fish and Game Division, have a large list of publications of interest to sport addicts available at a very nominal charge.

Included in this series is one of much interest to members of the Izaak Walton Clan, entitled, "Handbook of Common Commercial and Game Fishes of California" by Lionel A. Walford.

This is a beautiful, as well as informative, publication and shows a picture of each fish, suggested bait to use, locations where they are generally found, the season in which they may be taken and minimum sizes the law permits keeping.

It is No. 40 on the list and is priced at 40c.

There are many others available on other phases of outdoor sport, including deer and quail hunting. A quarterly magazine, "California Fish and Game" is also published.

Any one interested may secure a complete list of these publications and their cost, by writing to the California Division of Fish and Game, 450 MacAllister St., San Francisco.

All CONSOLIDATED extends a cheery welcome to Leonard "Shifty" Kraft who has recently returned from the east and has been assigned to duty in the Inspection Crib.

Floyd "Done Up" Browne, has returned from his somewhat extended vacation and once more is holding down Inspection duties in the Tank Department. Glad to see you back and hope you don't have any more serious attacks.

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By Ed Drew

The holiday season might be said to mark the conclusion of the first half of the CONSOLIDATED Bowling Tournament and after a few weeks breathing spell the various teams will undoubtedly turn out with a renewed zest.

Up to this point, the teams have been more or less eyeing the situation. However, from this point on, should find each man at his best, exerting every effort with a view to boosting up his team to first place. For the most part, the teams are pretty evenly matched and the final shuffle should find a bare margin between the individual team standings.

At this time it might be well to consider some individual accomplishment. Let's page through the book of averages and see what we have in the way of top-notch bowlers.

In the Hawk Division we find:

H. Miller	193
S. Gardner	179
M. Brooks	178
R. Combes	177
S. Smith	174

Not to be outdone, the Eagles give us:

C. Bunnell	177
A. Schafrick	174
H. Meyers	173
J. Brown	173
G. Henry	168

And the Owls come through with:

C. Stotler	164
R. Watson	164
A. Maier	163
T. Hovatter	162
R. Wise	157

The various team standings as of January 7, 1937, are as follows:

### HAWKS

	Won	Lost
Wing	29	15
Hull	24	20
Office	23	21
Paint Shop	22	22
Draw Bench	21	23
Machine Shop	20	24
Metal Bench	20	24
Inspection	17	27

### EAGLES

Tank	30	14
Engineering	25	19
Wood Shop	24	20
Tool Room	23	21
Final Assembly	21	23
Sheet Metal	21	23
Maintenance	19	25
Stock	13	31

### OWLS

Hull	27	17
Final Assembly	27	17
Welding	26	18
Paint Shop	23	21
Wing	20	24
Sheet Metal	20	24
Tool Room	18	26
Spar	15	29

## BASKETBALL

By Tod Carter,  
Hull Department.

While still undergoing growing pains and the disorganization of organization, the CONSOLIDATED basketball team is really getting into the swing of things.

According to Bob Coomes of the Maintenance Department, the team is planning to concentrate on one league, the City League, instead of adhering to the original plan of entering several leagues. Due to the limitations of the present practice space the squad will be cut to 12 men. The schedule has not as yet been drawn. Those interested will find the schedule printed at a later date in the local newspapers.

Some additions to the squad are as follows:

- John Kunkle, Hoover High.
- Bill Buhlman, S. D. State College.
- Dale Paddock, Hoover High.
- Al Becker, Hoover High.
- Don James, Hoover High.
- Ross Paddock, Hoover High.
- Fred Halloch, Sweetwater High.
- Fred Morgan, San Diego High.
- Bob Randall, San Diego High.

If you want to see some real Basketball games come out and see your CONSOLIDATED team in action.

The Tank Department Basketball team, according to Mgr. Bill Berry and Coach John Clark, formally challenges any other Department team.

The following fellows, having been the most regular in reporting for practice, are now in line for first string positions:

- Tom Hart Forward
- Bill Berry Forward
- John Clark Center
- Joe Love Guard
- Bill Strunk Guard
- L. Granstedt Guard
- Mel Thornton Forward

Coach "Long" John expects a good turnout, now that the holidays are over and the team manager has arranged the necessary details. Any member of the Tank Department wishing to tryout for the team, can sign up with any of above fellows.

Sam Binon, 2330.



**SOCCER**

After a two-week layoff as a result of unplayable grounds, the "Wings" are again in training and show definite signs of becoming a real soccer team.

Secretary Clark has been communicating with various teams in Los Angeles and, as soon as a game can be arranged, the boys will make the trip north.

There will be the usual 10 A.M. practice each Sunday at Navy Field, foot of Fifth Avenue, and all men desiring to play should be there at that time.

The current season of the Southern California Soccer League is drawing to a close and we want to enter our team in this League for the new season so let's go, fellows, and show the Los Angeles boys that we really have a soccer team here at CONSOLIDATED. **Scotty Doig.**

*Editor:*

Ask Bill Bartha to tell you about the one-man rodeo he put on at Palm Springs Xmas Day. For his first time on a horse he started out with flying mounts and dismounts, Indian Style Riding and Bull-Dogging a cactus.

**E. L. Brenda, 4227.**

**RANCH NEWS**

"Honey Chile" Stiner, Bobby "Dot" Kipp, Buddy Hummack and "Queeny" Eastwood, spend their spare moments steering the ponies around and about Rancho Santa Fe.

Queeny won't be riding for a few weeks though. He neglected to draw up the cinch strap on his mount last Sunday and proceeded to do a loop that the horse brought to an abrupt stop with his hind feet.

These boys are doing their own cooking in their Mission Beach cottage and maybe that accounts for the fact that they are enjoying duck so often. **No. 1066.**



Interested men met January 5th to form a CONSOLIDATED Rifle Club, and the following temporary officers were elected; Dudley Oatman, President, and George Kendall, Secretary.

Tentative plans for organization were discussed; including membership in the National Rifle Association, arrangements for the use of Stanley Andrews' indoor range (this range to be completed this month), and plans for calling a meeting of all C.A.C. employees interested in shooting rifle, pistol or shotgun.

Expenses will be slight. An initiation fee of 75 cents and monthly dues of 50 cents should cover all expenses of range and targets and provide an attractive sum for prize-money.

Guns and ammunition will be available at attractive discount to members in good standing. It is probable that arrangements will be made for the use of the police range and the San Diego Gun Club for pistol and shotgun enthusiasts.

Those attending the meeting were: D. Oatman, C. Tyner, Smeltzer, Kay, Duncan, Gilchrist, Garrett, Schroeder, B. Lane. **No. 619.**

"Old Hole-in-9" Biggs, after watching the pros play Sunday, decided he would spend more time with his camera as he now knows all about golf. **W. H. Armstrong, 4279.**

Many thanks, Harger of the Tool Room, for the article on the pioneer aviator.

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## Mountainews

Rowan (exper), Blair (Spot Weld) and Kern, (insp) tackled San Gorgonio (old Greyback) 11,485' of the San Bernardinos the day after Christmas, scaling the south face from Valley of the Falls in upper Mill Creek canyon. A ten-thousand-foot level was reached but due to deep snow the party had to track back finding shelter for the night in Dobb's old dilapidated log cabin at about nine thousand feet, along the picturesque falls creek.

Rowan, (our cook) deliciously prepared three huge steaks of over one pound each for our evening "Fiesta" and a box of "Aunt Jemima's" was readily put away by the boys next morning in the form of pancakes as only "Bert" can make them.

Due to the severe snowstorm which struck the region next morning at day-break the idea of another attempt to scale the mountain was given up, so old Grayback is still on our list for another "assault" in the near future.

The Hon. George Wire (Hull) was disappointed in not finding his name listed as a "mountain Goat" in last month's issue of CONSOLIDATOR—he tells us he climbed thru sage and cactus up the east face of "mighty Soledad", reaching the eight-hundred-foot top, torn, fatigued, and perplexed in finding that a good road came up from the south and west sides. We'd like to have you with us, George, on our next climb to help carry the conversation or sompin'.

Then there's George Young, who would go up into the San Bernardino's thru snow and ice without chains and get stuck several times—better stay away from those high hills in the wintertime, George.



We wonder why "Oscar" Noerschell and "Ken" Whitney (Engineering) stayed up at Big Bear so long—neither of the youths can ski nor do they like tobogganing—O well—must be some other attraction.

The boys attacked the north face but Mother Nature closed in on them with a severe blizzard and with reluctance they scurried down to civilization—worst of all—Henry's car just looked like one big heap o' snow on their return and could not be moved—bewildered they left it, forgetting everything, including shaving equipment and after many strenuous hours of skiing, walking, thumbing, taxiing,

etc., drifted back into San Diego with extremely heavy beards—Henry says the trip was worth it even if he had to buy a new razor and perhaps a new car if he can't find his old one next spring.

### Leading the Edges With Elmer

A new addition has been added to Leading Edge which is our new stock chaser, Mr. John Buchan, or better known as Little Johnnie—or a call for Phillip Morris, not Jim.

Herbert Pryon won't drink the second cup of coffee at noon as he is afraid it will keep him awake all afternoon.

Bill Crocker, a riveter in the Leading Edge, spent a day at Laguna in the snow. He says it is less painful to slide on skis than one one's ear.

Elmer Gahlbeck.

### Group Insurance

(Continued from page 18)

of north latitude: nor sickness or accident caused by war, riot or while flying. House confinement during disability is not required. In the event of disability caused by or resulting from a pregnancy including resulting childbirth or miscarriage, not more than six weeks' indemnity will be paid for disability resulting from any one pregnancy.

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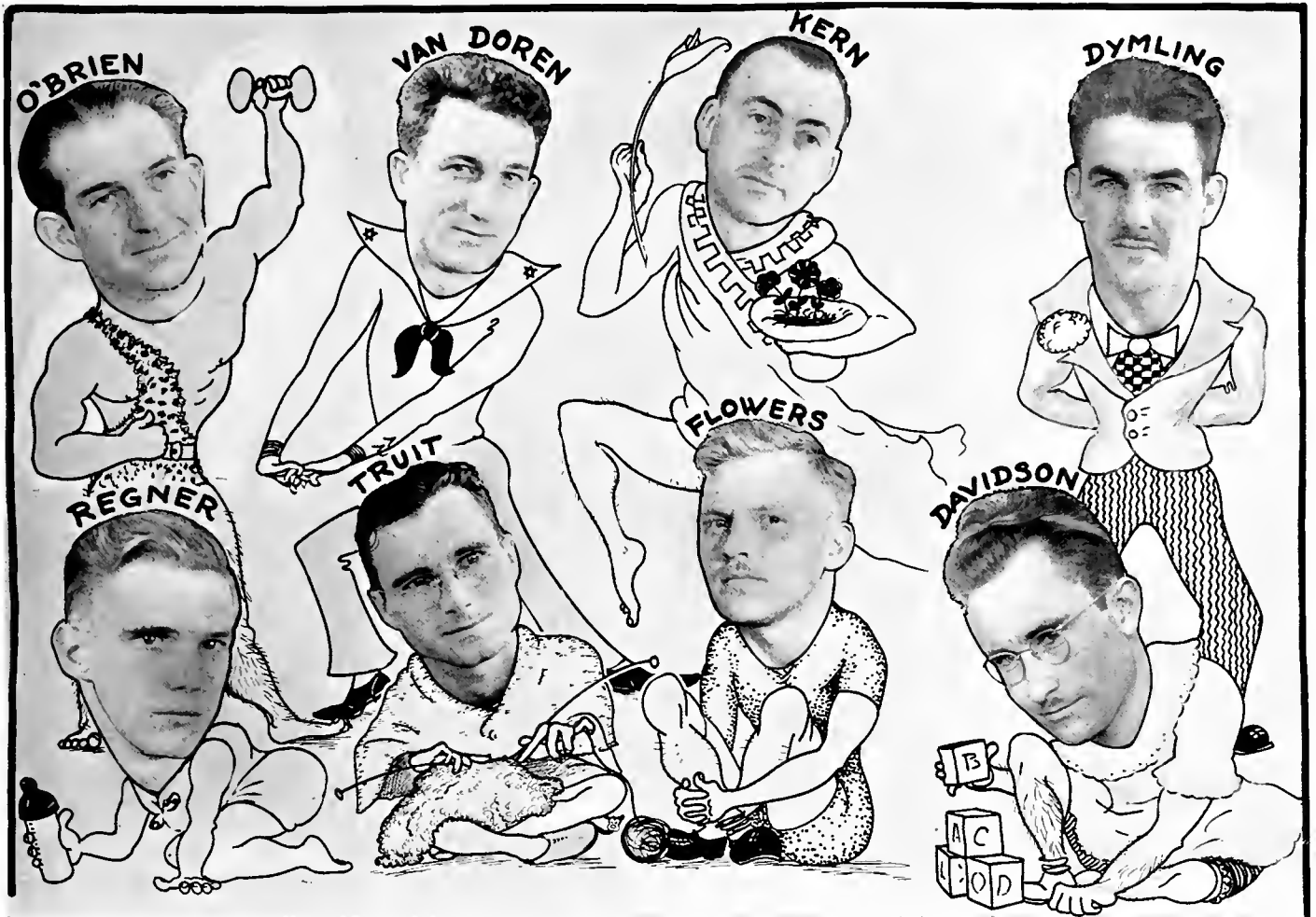
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## SAVE MONEY-TIME-STEPS

SAY YOU SAW IT IN THE CONSOLIDATOR



We have attempted to give the CONSOLIDATOR readers brief word sketches of our artists. However, during the interviews, we found them to be much too modest and reluctant to tell us of their real abilities in art. At least here is an introduction to our present art staff: (Membership in this group is certainly not closed; those who possess artistic talent or artistic ideas are invited—yes, even urged—to make these facts known by contributing cartoons or drawings to future issues of the CONSOLIDATOR.)

CLEM REGNER of the Night Wings followed an art course in high school and later studied commercial art and light drawing at the San Diego Academy of Fine Arts. Clem hopes to develop his talents further by his work on the CONSOLIDATOR.

J.W.VAN DOREN, Tool Design, says that cartooning is just a hobby with him. In Baltimore, Van was a member of a charcoal club—a club composed of artists, would-be-artists and beer drinkers; this club started

## Our Artists

By Cash Stall

Van on his career, but we're in question as to which career.

BROR DYMLING, Hull Department, has studied art for a number of years; he won several scholarships to an Eastern Art School with his cartoons and later worked for "Providence (R. I.) Evening Bulletin" and the "Waco Aircraft Magazine."

NORMAN DAVIDSON, Tool Design, and Issue Editor of the October CONSOLIDATOR, began his art activities through study of architectural drawing. Later he edited the San Diego "Ad Pointer" and spent four years with an advertising agency.

BILL O'BRIEN, Inspector, "picked up" his ability as an artist by his association with artists. Aircraft construction in all its phases has oc-

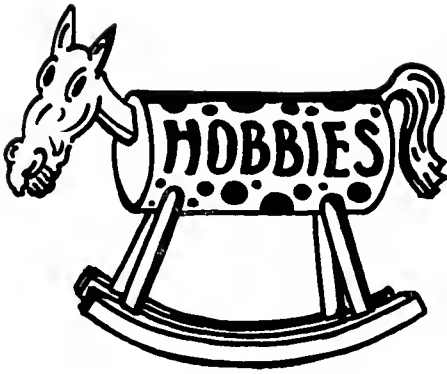
cupied his time completely since 1922; drawing, therefore, is merely a side line.

CLAUDE FLOWERS, Paint Shop, hails from Dickenson College. Claude draws for his own amusement and the amusement of his friends.

RUSSELL KERN, Inspector, is another who claims art as a hobby. His real talents in art are wood-carving and modeling, but we like his drawings, too.

HERB TRUITT, Paint Shop, served an apprenticeship with sign shops and motion picture studios. He specialized in commercial art and stage scenery. Later Herb was employed by M.G.M. Studios in Hollywood.

Mr. George Reeves, our former timekeeper, said he doesn't see why his name did not appear in the CONSOLIDATOR. Hope he likes his new position as stock chaser in the Experimental Building. Durward, 882.



Fred Harger, of our Tool Room force, has for a hobby the study of Archeology. He specializes in Egyptian construction and has a large library consisting of books covering many phases of this interesting art. The study of the pyramids, their size, method of construction and the material used, takes many hours of his spare time and he is always looking for more information on this subject or more time to study the information he now has on hand.

Some boys save stamps, others stuff animals; some shoot clay pigeons and

still others build boats, but, for a hobby that is different, check Major Bill Jenson of our Tail Department. He specializes in operations and, if any one doesn't know why we tick, go see Bill. At present, he is displaying the current splice job to a small circle of intimate friends and it doesn't take much coaxing to get him to explain all with gestures and working models.

Tommy Bell, Tool Room Trouble Shooter, and Mayor of Suncrest Heights, has a pet hobby of waylaying small game near his home. He is proudly displaying his newest addition, a California Red Fox, which he finally captured after many tries in an ingeniously built trap. We'll see how far he has come along as a taxidermist after he mounts his latest find.

Everyone has a common hobby—keeping one's eye open for gold. "Shamers" McManus, Final Assembly Stock Expeditor, has gone everyone a little better—he actually found some. He has a secret source of supply and proudly displays his findings.

The building of models holds the attention of many CONSOLIDATED boys. "Sailor" Smities, Inspection Crib, Sergeant-at-Arms, paid for his higher education with the proceeds of the sale of ships models he built and sold to various steamship lines for display purposes. At present, he is working on a model of an electric locomotive and many other items. Unlike most hobbies, his has been a highly profitable one and he should be congratulated.

The care and breeding of Cocker Spaniels holds "Poodles" Van Rohr's attention during his spare moments. Our Receiving Inspection pal gets a big kick out of his hobby and many hard dollars besides.

"Stubble" Swartz, wavy-haired Inspector, saves stamps in a serious manner and has a collection to be proud of.

"Chuck" Hibert chases fire engines and Barracuda when they are in season. He has better luck with fire engines. We saw him catch up with one of them once.

Wood-carving has held Walter Spooner's interest since his Boy Scout days and what started as a hobby has helped him on his way through school, into outside jobs and finally a spot here in the Tool Room of CONSOLIDATED.

He carved many silhouettes and patterns for trim castings while in High School.

His skill became widely known and when the Exposition was being planned he was asked to carve a cover for the visitors' registration book that was placed in the Palace of Education. He also operated a carving shop in "Gold Gulch."

At present he is doing a series of Totem Poles. They are authentic in design and proportion and create much favorable comment.

His ambition is to ride this hobby and make it not only improve his general all-around craftsmanship but act as an outlet for his natural artistic ability.

The above shows what some of the fellows do with their spare time. What do you have for a hobby? The CONSOLIDATOR can use some snaps of men engaged in their hobbies.

Mildred Maier of Westwood and John Jensen, Night Wings, were married December 12. Congratulations!

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By Dan Miller (Clerk)

The men of the Machine Shop extend to the rest of the plant best wishes for a happy and prosperous New Year.

The men of the first and second night shifts were glad to contribute their share toward the fund for buying baskets for those men who were home, sick.

On the day shift, the men contributed enough to enable us to give cash presents to Hank Keeyes and Roy Whitehouse who have been out sick for several months. As this edition goes to press I am happy to say that Roy started back to work the first day of the new year. We are all as glad to see him back as we know Roy himself is glad to be back.

W. Morgan, turret lathe man of the first night shift, certainly believes now that old saying that it never rains but it pours. His grandmother presented him with a completely furnished six-room house and Morgan made it more complete by marrying Miss Doris Griffiths on November 29th. Congratulations! You certainly have a fine start!

Paul Schneider, milling machine lead man on the first night shift, who is heard singing (I said singing) "I'm An Old Cow Hand" most any time, is probably the best authority on cows among the boys. Paul lives on a ranch near Chula Vista, which accounts for his winning all the bovine arguments.

Harry La Bar, turret lathe operator, a 250-lb. heavyweight, finds that bowling is much more strenuous than tiddly-winks. Harry is now trying

to make a name for himself on the alleys.

I. Hages, engine lathe man, is now a landlord by acquiring a four-unit court on Park Boulevard. We hope all his tenants are good ones!

Dick Schwartz, radial drill man, in company with Miss Vivian Morrison were off in a cloud of dust to Yuma on December 21st. There they were hitched "until death do them part" or words to that effect.

Matt Wielopolski, curly haired Adonis of the first night shift, has been seen in company with blondes, brunettes and redheads. He can't decide on his favorite color as yet because Matt claims to be a man who is different. I wonder how many girls have heard that?

Our bowling team, which is in fifth place at the present time, made a New Year's resolution that nothing could stop them from going into first place. The rest of the teams may just as well give up, because there is no stopping the fellows now! Captain Harry Miller is still tops among bowlers in the three leagues, with a 195 average.

Over the Christmas and New Year holidays, men of the Machine Shop went all over the countryside to enjoy their vacation. Our Foreman, Henry Golem, enjoyed the Pitt-Washington game at the Rose Bowl as did Harold Poerschke.

Bob Williams, Harry Wenzel, Fred De Pucchio, and Jimmy Williams, all journeyed to Pasadena to see the Rose Parade.

Glen Smith, Fred Hudson, Fred Otto and the writer spent their time enjoyably in the snow at Laguna.

Jerry Parizek went to Yuma, not to get married but to visit friends.

Dan Mann motored to Los Angeles to visit relatives.

Many have told me it was the happiest holiday season they have ever spent.

On December 31st, our big game hunters of the Machine Shop heaved a sigh of despair for from now until next fall they can no longer tramp over hill and dale in search of those elusive and speedy little feathered creatures known as quail. Many a mighty Nimrod of this department has come back footsore and weary after a long day's search with nothing but empty game bags, aching shoulders and blistered feet to show they had been hunting. On the other hand, many have come home with game bags filled and so the balance is even.

During the months between now and next quail season, the various trips made will no doubt be lived over and over again, equipment will be bought, preparations will be made so that when the time comes these same mighty Nimrods will again hit the trail to do the same thing over, always dreaming of the day when they will get their limit and have something to remember and tell their grandchildren for years to come.

Again, the Machine Shop extends its best wishes to you all for a Happy New Year!

Congratulations and best wishes to Charles A. Mohr of Engineering Department on his marriage New Year's eve to Miss Dorothy Beck of Cleveland, Ohio.

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# STAINLESS STEEL

By  
Tom Galvin

THE origin of stainless steel, like many other discoveries, came along as a by-product, so to speak, to the solution of a problem that confronted the British Admiralty some thirty years ago.

At that time, the British Navy requested one of the leading steel manufacturers in England to produce, if possible, a suitable steel that would stand up for gun barrel linings. The Navy had been experiencing considerable trouble with the linings of the

guns due to salt water spray and the oxides of nitrogen formed when the guns were fired. This latter product, coupled with the moisture present, would form nitrous or nitric acid which was decidedly corrosive to the linings. This caused frequent replacing of the lining.

The metal chromium had been discovered by Vanquelin in 1797 and certain mixtures of iron and chromium were known to be resistant to corrosion. As English metallurgists had this

problem before them for at least eighty years they, naturally, turned to this element for the solution of their problem. A number of alloys of iron and chromium, with varying percentages of each, were made up. For some reason or other, the interest in this problem waned and this lot of alloys was thrown out in the yard of the plant, lying there exposed to the weathering of the elements. Some nine months later one of the men happened on this lot of material and noticed that several of the pieces had apparently the same appearance as when thrown away: that is, they had not acquired the usual film of rust.

The result of this discovery was the introduction of stainless steel to the world. At this time, the product was commercially used chiefly for knife blades. It was a steel of 13 to 14 percent of chromium and was attracted by a magnet.

After the World War, considerable research was conducted in the stainless steel field and today we have the well-known 18-8 product which is sold under various trade names. The composition of this product is 17-20% chromium, 7-10% nickel, approximately .50% silicon with a carbon content of .10% or less. It is almost entirely non-magnetic — although some 18-8 steels have been found to be attracted to a magnet. The physical properties show a tensile of 80-100,000 P.S.I. yield of 40-55,000 P.S.I., and elongation of 40 to 50%. This material cannot be hardened except to a certain extent by cold working and this hardness can be subsequently relieved by heating to 1900° F. and cooling from this temperature.

While this is true of 18-8 steels having a low carbon content it is not to be confused with the high carbon chromium steels which are highly resistant to corrosion and are successfully heat treated to a Rockwell hardness of C56 to C60. These steels are exceedingly hard and tough.

The next time you see one of the new 18-8 streamline trains whisking over the rails or behold your smiling countenance reflected in a panel of 18-8 in a modernistic kitchen, just remember that stainless steel is still in its infancy and tomorrow many uses will be found for this valuable alloy that are not thought of today.

Al Ballard of the Sheet Department left December 18th for a belated honeymoon trip to Buffalo. Ed Jones went along as a chaperon. Al left with a four-day growth of beard and it's wondering the boys are, whether he will return shaved.

Eddie Raymond.

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## Mesa Flying Club News

**D**URING our last November meeting, we were all surprised and disappointed when the secretary read us a letter from our president, Mr. Leonard, in which he stated his wish that we accept his resignation, due to the fact that his time was almost entirely taken up at the plant; this letter was followed by one from Mr. Knutson, our vice-president, who also wanted to resign for the same reason. Both resignations were regretfully accepted and an election was held to replace them. Mr. Griffith, our ex-social director, was elected president and Mr. Hopkins was elected vice-president. A rising vote of thanks was given in honor of Mr. Leonard's unselfish service to the club. Mr. Leonard in his last speech as an officer stated that he highly prized his membership in the club and had no intentions of giving it up even though he felt he had to resign as an officer.

Our party at the Hacienda on the 11th was a grand success. An attendance of 480 persons far exceeded our expectations. Our guests included Mr. and Mrs. Kelley, Mr. Bourdon, Mr. Oversmith, Mr. and Mrs. Lanyon, Mr. and Mrs. Gurney, Mr. Petit, Mr. and Mrs. Leigel, Mr. and Mrs. Hotchkiss, Mr. W. Dugas, Mr. and Mrs. Willard and others. A good time was had by all including Mr. Muck, Mr. Steves and Mr. and Mrs. Hartmayer, who were seen leaving in the wee small hours of the morning in a very happy mood. Mr. Hunneman has promised us another party soon, so here's hoping it will be as nice as the last one.

Of late, members have been enjoying some beautiful views on their flights. The snow-covered mountains which include the Lagunas, Cuyamacas, Palomar, Baldy and the San Jacinto ranges are worth seeing from a few thousand feet up.

Last Sunday, while Bob Johnson was soloing, he saw what he thought was a ship in the Mesquite bushes. He landed and discovered it was a six-foot model airplane with motor and everything complete. He returned it to its owner who had lost it while flight testing. The grateful owner made him a gift of five dollars, or the equivalent

of five hours flying time; "good work, Bob."

Our next meeting will be held on January 15, 1937. We had to skip our last one as it came on New Year's day.

There are still a few memberships available, so, if interested, contact any regular member.

The club's personnel, wishes to extend to all CONSOLIDATOR readers, a happy and prosperous New Year.

Leo Klingenmeier of the Night Wings is at work again after a period of illness.

The Irvin Aircraft Mechanics Association gave a dinner at the El Cortez Hotel on Saturday, January ninth. Among the speakers were Herb Ezard, foreman of the Wing Department, and Dudley Steele, manager of the Aviation Department of the Richfield Oil Co. Don Frye, personnel director, took photographs of the dinner.

What's the matter with giving us amateur photographers a page in the CONSOLIDATOR?

C. S. Bohley, 4268.

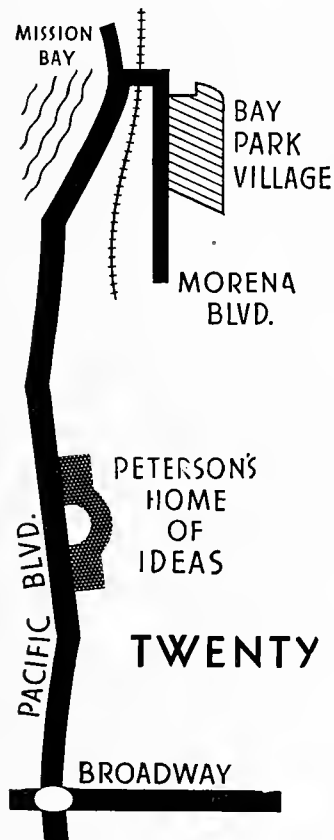
O. K. How about some pictures.

A new home, built by Harry Pierce, Night Maintenance, graces the shores of Ocean Beach.



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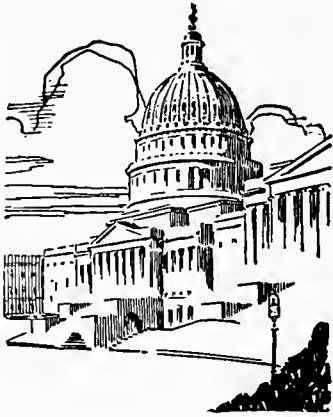
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## BAY PARK VILLAGE

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## News From the Capital



What with the holiday season—the reticence of advertisers to rally to the standard after spending all their appropriations for the Christmas buying—the dearth of plant contributions “on account of” Christmas—New Years—the Rose Bowl game—Holiday headaches—and what have you—we still thought dependently on that Rock of Gibraltar—that good old wheel horse—to wit, Horace E. Weihmiller, Eastern Engineering Representative of CONSOLIDATED at the Nation's Capital and all points east. Come what may, Weih will not disappoint us!! Let the heavens fall, Weih will still be trying to hold them in their appointed places!!! Alas—alack—and well-aday—too often do we build our hopes on the frailties of human nature. Sez why??? Let us quote the following telegram:

*FA104 41 DL Collect - Washington DC 5 1028 A 1937 Jan 5 AM 8:39 E N Gott CONSOLIDATED AIR-CRAFTS CORP San Diego Calif. Please omit my column CONSOLIDATOR this time and also as regular feature as I simply have not time to repara good articles stop Will contribute various articles from time to time as suitable subjects arise and am not so rushed.*

Weihmiller

And there, folks, you have the bad news in its entirety. Aside from the misspelling (due, doubtless, to error in transmission) and the much more important and painful detail that the message was (see above) sent collect—we must now stagger along temporarily without a real-dyed-in-the-wool Washington Correspondent.

Were it not for the fact that we still live in hopes of Weih's return to the fold some time when the details of PBYs (and others too prominent to mention in the list of our current models) cease to beset his mind to the extent that he must forsooth desert the

CONSOLIDATED W A R C R Y AND FIRESIDE ADVOCATE — were it not for that fact, we would be inclined to close this column with the words of the Latin poet: “Hic obit Horatius.”

Such, however, is not the case and, therefore, we will struggle along writing this Washington column, our author being one who modestly signs himself as “Washington, by one who has never been there.”

Here she goes:

“Pennsylvania Avenue is now all a-bloom, not with the spring-time cherry blossoms, but with the newly arriving legislators who, all being of one party, get along well together, despite wide geographical differences. Maine and Vermont still seem to be sticking together.

We tried to drop in at the Friendship Estate the other evening for New Year's eve festivities but, being a newspaper man, the police got there before we did and helped us on our way home without even a look-see.

Seafood places on the waterfront supply highly recommended brain food to Departmental executives. Try Naylor's—if you get there early you may get service in a couple of hours.

Twenty cent taxis continue to ply

their trade; go outside of the 20c zone, however, and you might as well buy the machine outright and pension the driver.

Washington Airport still bisected by an arterial highway. Unlike Lindbergh Field, there seems no way to improve the condition of this transcontinental terminus—page Joe Brennan.

Judging from the weather reports, winter seems to have set in hereabouts—almost as cold as some spots on the West Coast I might mention.”

So here's 30 for tonight, and believe it or not, folks, next issue we will have a really good Washington column.

## Timely Doings

The timekeepers start the New Year with three new members—Floyd Warren, Snell and Owen Gandee. They'll have trouble in many ways making up the loss of George Reeves and Don Bishop, recently transferred to Experimental and Production departments, respectively.

We were all surprised when Doug Basore, Wing Timekeeper and Dot Easterbrook suddenly dashed over to Yuma and got married. After advertising a big wedding, too!

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in Trade





STRANGER THAN FICTION

*Flickers*—(1) We are still waiting for some bright engineer to get up to the third floor in the ex-building without climbing the stairs or using the elevator. Keeps you in condition, boys. (2) New arrivals from the east, remarked about our recent heavy dew. Heaven on Earth Club—attention. (3) Our new office lobby is a big improvement, try to get in without the password. Ask Mrs. Davis. (4) Judging from the amount of spirits we encountered at the last dance it must have been a Democratic celebration. P.S.—The spirits weren't dead and the dance itself was a huge success. Thanks committee.

*Flareoff*—Flickers may come, and flickers may go, but we go on forever,—we hope.

See you next month,—maybe. x&x.

Wedding Bells rang on New Year's day for Lenora Lang of Seattle and Dwight McMillan of Night Wings. Incidentally, the couple was married in Seattle.

Cash Stall.

## News of the Night

By X and X.

*Flash*—One of the runnerups in the recent mayoralty election at Tijuana, was none other than our own Ross Dilling, night foreman of the Paint Shop. Too much overtime work lately interfered with Ross's last minute campaigning. Better luck, next time. —Mr. Leonard please take notice.

*Flare*—After the big storm the other night, it was noted that the worried look on the faces of the various officials relaxed upon their arrival at the plant and found, quote,—that our ships in the yard were still there. Unquote,—proving that the PBY 1's could take it.

*Flame*—An A.A.U. record will be asked for by friends of Dick Emerick, night superintendent, for his five second dash from office to patio the night our Xmas tree crashed.

*Fizzle*—A hearty disapproval of the recently adopted distribution of the CONSOLIDATOR is voiced by the night crew, most of whom didn't get theirs. It is suggested that the CONSOLIDATOR be distributed with the pay envelopes. Are you listening, Mr. Editor?

*Sparks*—A monthly article in the form of a continued story on aviation from its infancy including noted flights and fliers, also planes would be of interest to all. If the staff is unable to furnish this, how about some literary statistical fellow in the plant doing so? What say, let's have it?

*More Sparks*—Our Xmas tree was a knockout and due to the lighting effects many complimentary remarks were made. Good work, maintenance crew.

Anthony Joseph Nettke, 7610, of Carpenter Shop, said the boys did not notice his new shirt and tie Santa gave him. Very nice Joe.

Durward, 882.



**BENBOUGH**  
Funeral Parlors  
Seventh at Date



*A helpful, monthly payment plan is available for those who lack ready funds*

## Price Is No Barrier . . .

**T**HE Benbough Funeral Parlors is San Diego's most beautiful mortuary, truly reflecting the charm of a fine private home.

**I**T is the part of wisdom to select a setting of such beauty for memorial tributes, because the cost of Benbough service is the lowest possible.

## These Merchants Will Cash Your Checks

The following local merchants will cash employee payroll checks without purchases:

- Ace Drug Co.,  
820 West Washington Street.
- Ben Hur Barbecue,  
1040 B Street.
- Brooks Company,  
416 Broadway.
- Buono's Central Park Market,  
2988 Imperial Avenue.
- Continental Stores, Inc.,  
644 Twelfth Avenue.
- Dorman's,  
Eighth Avenue and C Street.
- Eldridge Drug Co.,  
30th and Beech Streets,  
25th and Broadway,  
Fifth and University Avenues.
- Foreman & Clark,  
515 Broadway.
- Gaul & Cathcart,  
1945 Thirtieth Street.
- General Petroleum Corporation of Calif.,  
All Stations.
- Grand Rapids Home Furnishing Co.,  
1144 Fifth Avenue.
- Hamiltons Ltd.,  
644 C Street.
- Hammond Furniture Co.,  
441 University Avenue,  
3862 Fifth Avenue,  
Fifth and University Avenues.
- Hazard-Gould & Co.,  
Fifth Avenue and K Street.
- Hotel San Diego,  
Broadway at State and Union.
- J. Jessop & Sons,  
1041 Fifth Avenue.
- Kerrigan Jewelers,  
4387 University Avenue.
- Leighton Dairy Lunch,  
951 Fourth Avenue.
- Lion Clothing Co.,  
Broadway at Sixth Avenue.
- Maid Rite Barbecue,  
1065 Twelfth Avenue.
- MacMarr Stores,  
All Stores.
- Miller Service Inc.,  
32nd Street and University Avenue.
- Montgomery Ward & Company,  
Eighth Avenue and B Street.
- Nelson-Moore Co.,  
631-633 Broadway.
- Stan Newcomb's,  
510 B Street.
- The Owl Drug Co.,  
Fourth Avenue and Broadway,  
Sixth Avenue and Broadway,  
30th Street and University Avenue.
- Pay'n Takit Stores,  
All Stores.
- Piggly Wiggly of San Diego, Inc.,  
All Stores.
- Pullman Cafeteria,  
1240 Fifth Avenue.
- Rubin s.,  
713 Broadway.
- Safeway Stores,  
All Stores.
- San Diego Building and Loan Association,  
336 Broadway.
- San Diego Hardware Co.,  
840-850 Fifth Avenue.
- San Diego Market,  
644 Twelfth Avenue.
- Leo M. Schiller,  
1130 Fifth Avenue.
- Sears, Roebuck and Co.,  
1101 Sixth Avenue.

- Shell Oil Company,  
All Stations.
- A. G. Spalding & Bros.,  
201 Broadway.
- Stanley Andrews Co.,  
1144 Third Avenue.
- Streicher's Shoe Store,  
939 Fifth Avenue.
- Taste-Rite Barbecue,  
4156 Pacific Boulevard.
- Thrifty Market,  
915 Twelfth Avenue.
- Universal Boot Shops,  
946 Fifth Avenue,  
1154 Fifth Avenue,  
2917 University Avenue,  
945 Orange Avenue, Coronado.
- University Avenue Furniture Co.,  
1003 University Avenue.
- Van's Market,  
306 N. Hill, Oceanside.
- Vegetarian Cafeteria and Bakery,  
1125 Sixth Avenue.
- Walker's,  
Fifth Avenue and Broadway.
- Wetherby-Kayser Shoe Company,  
1151 Sixth Avenue.
- Whitney & Company,  
916-946 Sixth Avenue.
- Worth's,  
Sixth Avenue and B Street.
- Ye Golden Lion Tavern Cafe,  
1041 Fourth Avenue.

### Gott, What a Mess!!

Mr. Gott was invited to attend our dance by Mr. Gott. Mr. Gott was in a hurry and couldn't wait to see Mr. Gott. Mr. Gott left his card for Mr. Gott. Upon arrival of Mr. Gott I informed him that Mr. Gott had left. Mr. Gott said, "By Gott, I am sorry." Then along came Mr. Gott who was looking for a place to sit down. Then Mrs. Gott arrived and told Mr. Gott it was time to announce the drawing. Mr. Gott wanted to know if we got a drawing wheel. Mr. Gott got a big applause when he announced the winner. Jim Morris.

(Occasioned by Ed Gott's inviting Hugh Gott to attend our dance. When Ed, son Jack, daughter Stephanie, and Mrs. Gott arrived. Hugh had left, as chronicled above.)

Scotty Doig: "My lad, are you to be my caddie?"  
Caddie: "Yes, sir."  
Scotty Doig: "And how are you at finding lost balls?"  
Caddie: "Very good, sir."  
Scotty Doig: "Well look around and find one so we can start the game."  
Bob Jones, Engineering.

A	B	C	D	FISH
L	M	N	O	"
O	S	M	R	"
4	Y	R	M	"
O	G	M	R	GOLD "

F	U	N	E	X?		
S	V	F	X.			
F	U	N	E	M	N	X?
S	V	F	M	N	X.	

## Eckert's Bavaria

WILLI STROBEL  
Proprietor

●  
*This*  
*Never-to-be-forgotten*  
*feature of the*  
*Exposition*

●  
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**PURE LEMON JELLY**

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**LAKESIDE, CALIF.**

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## "Jenny Wren"

*Lunches*  
*Sandwiches and*  
*Cold Drinks*

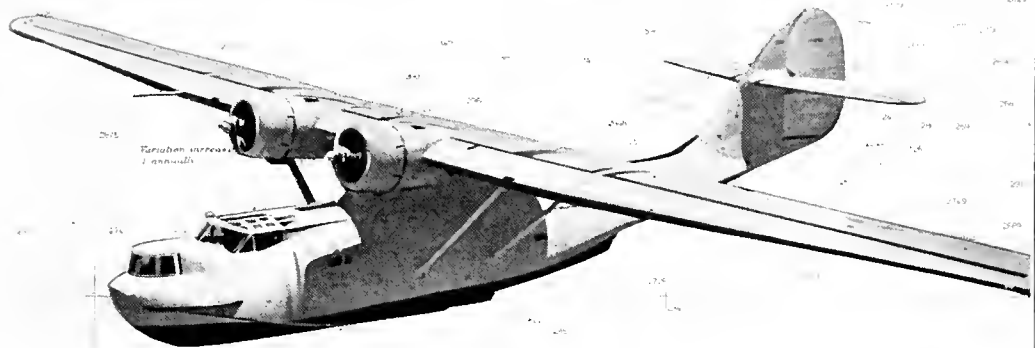
**MORNING AND NOON**



Parking Lot at Employment Office



**1937** blazes a new air trail across the blue Pacific as a corps of U. S. Navy fliers wing their way from the mainland to Pearl Harbor. They fly the first of the new PB Y-1 Consolidated long-range air patrol boats.



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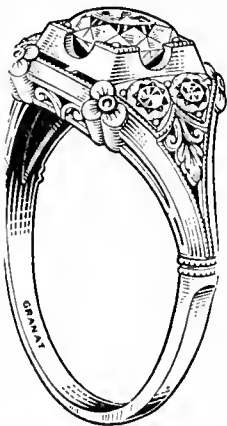
## Diamond Engagement Ring . . . .

Times are better, romance is in the air. Tell your wife to stop in at Baranov's tomorrow and choose that Diamond Engagement Ring she has wanted these many years. You'll find dozens of beautiful, exclusive designs and unsurpassed values at San Diego's largest Credit Jewelers. Use your Credit!



"Her Majesty" Diamond Ring \$52

Wedding Ring to match; if desired



Lovely "First Lady" Diamond Ring

\$92.50

Wedding Ring to match; if desired

Fine Diamond Engagement Rings \$35 up

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\$2975

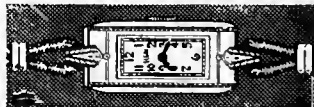
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Fifth Avenue  at Broadway

# CONSOLIDATOR



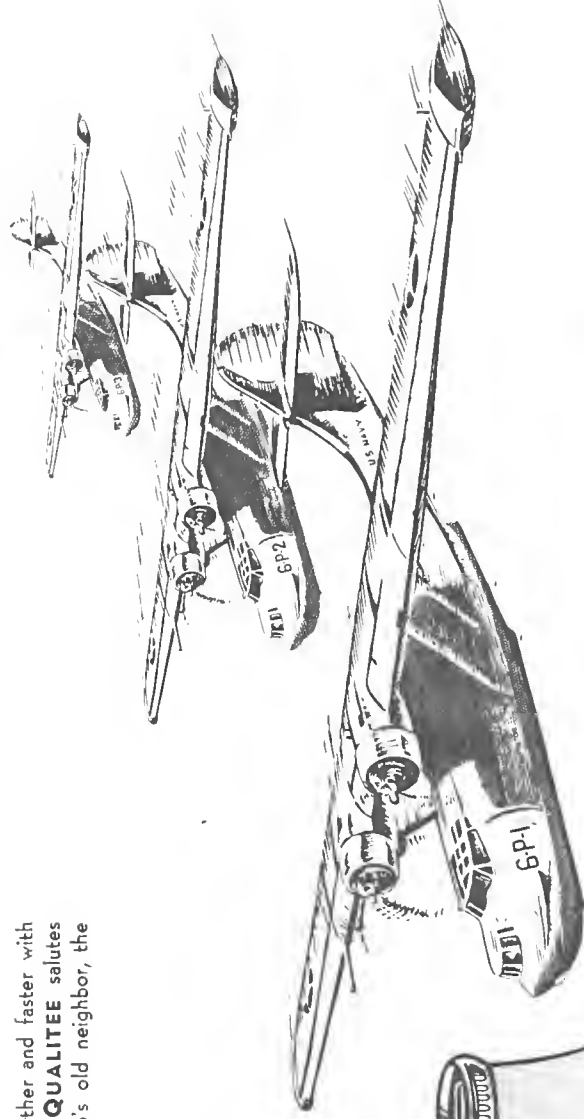
FEBRUARY  
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# QUALITEE Salutes

"CONSOLIDATED" and the U. S. NAVY

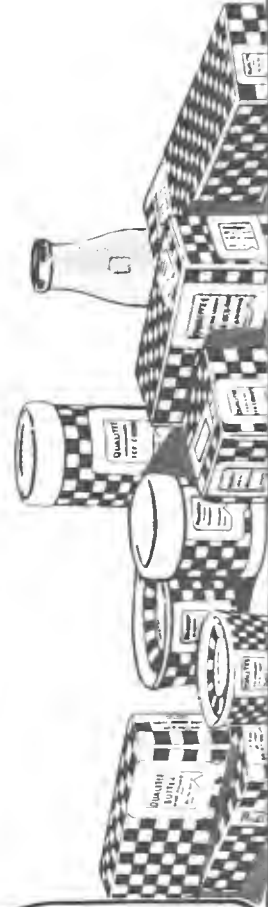
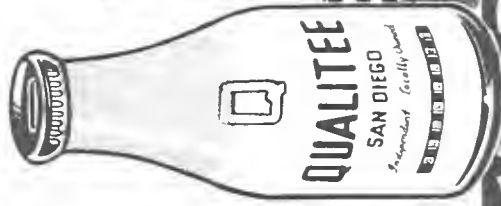


A routine flight makes new records! More planes flew farther and faster with heavier loads, on the San Diego - Pearl Harbor flight. **QUALITEE** salutes San Diego's new neighbor, "Consolidated", and San Diego's old neighbor, the U. S. Navy, for a record of achievement "in line of duty."



## RICH • PURE • SAFE

"Routine procedure" at **QUALITEE** breaks records, too. Day in and day out, **QUALITEE** Dairy Products far exceed the standards set by law. Our daily laboratory reports, open to public inspection, prove this statement conclusively. It's time you changed to **QUALITEE**.



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# CONSOLIDATOR

Volume 2

February, 1937

Number 2

## Your Income Tax and Mine

. . . By H. E. Ryker

HERE'S that man again. What man? The Income Tax man. Not literally, but nevertheless Tax Return filing time has rolled around once more and by not later than March 15, 1937, most of us will be required to file our Federal Income Tax returns and by April 15 our California State Income Tax returns.

Much head scratching will be done and much midnight oil will be burned when these returns are compiled, but there are certain hard and fixed rules that must be followed if our returns are to be properly prepared. So in order to save as much hair as possible, the following pertinent facts are set forth in respect of the *Federal Income Tax*:

### 1. Those required to make returns:

(a) Every person having a *Net Income* of \$1,000.00 or over, if single, or if married and not living with husband or wife.

(c) Every person having a *Gross Income* of \$5,000.00 or more, regardless of the amount of net income.

(d) A husband and wife living together who have a combined net income of \$2,500.00 or over or who jointly have a gross income of \$5,000.00 or over. (Separate returns may be filed for the husband and wife.)

(e) A husband and wife, who were married during the year, who each had a single status during taxable year, if the combined net income exceeds the combined joint exemption.

2. **Gross Income** is defined as being the total taxable income from all sources. Such items include commissions; dividends on stocks; executors fees, sale of expected inheritance; gains from sale of property (Capital Gains); interest on bank deposits, bonds, notes, loans, etc.; damage from patent infringement; prizes won at contests, shows, raffles, etc.; professional fees, rents, rewards, royalties, salaries and wages.

Many items of income to the individual are not considered taxable income, among which are the following: Accident and health insurance proceeds; alimony payments; damages received for personal injuries, slander, libel of personal reputation, breach of promise or alienation of affections; dividends from corporation earnings accumulated prior to March 1, 1913; dividends on unmatured life insurance policies; gifts, inheritances; interest on state and city bonds; jury fees; life insurance proceeds; National

Guardsmen's salaries if paid by the State; Notary fees; and State Pensions.

Dividends from domestic income tax paying corporations are included in Gross Income for both Normal and Surtax purposes. In prior years these Dividends were not subject the Normal tax.

3. **Net Income** is the Gross Income as computed above less any *Allowable Deductions*.

4. **Allowable Deductions** are of many kinds, those of most common occurrence being—bad debts; contributions to a recognized organized charitable, religious, scientific, literary or educational institution; dues to professional

(Continued on page 34)

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## OUR NAVY

OUR Navy has just demonstrated the thoroughness and precision with which it is daily doing things. To us who were familiar with the painstaking engineering supervision by the Bureau of Aeronautics, the exact inspection by Commander Chourre and his efficient force and the careful preparation and training under the able direction of Admiral King, Commander Air Base Force, it was no surprise to wake up the morning following the take-off to hear that that capable young Naval flier Commander McDade and his seventy odd assistants, had landed in Pearl Harbor after flying a squadron of twelve Navy airboats in a trans-Pacific (record breaking) formation flight of 2553 miles.

Characteristic of Navy efficiency was the brief radio from Captain Whiting at Pearl Harbor to Admiral King in San Diego "Patrol Squadron 6 arrived in excellent condition, reported for duty ready for service."

Our Service Manager Wheatley, who accompanied the squadron and is familiar with the thorough training which the Naval Air Force is undergoing daily, "marveled at the celerity and confidence" displayed by the officers in computing their position and drift after every observation.

Naval Officers are our greatest experts in navigation and it is a source of much pride to our citizens to know that they work (to quote Wheatley) "with such assurance and precision \* \* \* that no one had any doubt at any time that we knew where we were."

How fine for our country that our

# ... The President's Column

Navy should appreciate air power, and how much better it is that naval aviation should be with the Navy than otherwise as in some countries!

If our citizens could only see their Navy in its daily training they would realize what a wonderful body of men comprise it and what a marvelous *esprit de corps* it possesses.

Our location in San Diego with close proximity to North Island, has been and will be a great help to us in rendering prompt and efficient service and assistance to our Navy. I congratulate you all upon the part you played in the construction of these twelve CONSOLIDATED air boats.

## HOMES

WHEN we first moved here from Buffalo, I advised against immediately purchasing homes. I based this on the fact that we were in a new district and that it would take time for us to become acclimated and to know values when we saw them. However, it is a year and a half since we came to San Diego. We have had ample time to look over the situation and form our own conclusions. The initially large influx of our employees has been partially assimilated in the community. The Exposition has long been over, thus to a measure relieving the situation. In other words, there has been a stabilization of formerly unnatural conditions. We can all relax a bit and take stock of the situation.

A renter is at the mercy of changing rents unless protected by a long-term lease. The home-owner, on the other hand, is able to closely budget his expenditures for the acquisition and maintenance of his property, as most of these items are fixed, with the exception of taxes, which increase only in proportion to the expressed wishes of the voters, and not at the whim of any individual. Hence, I believe that at the present writing, any man who is financially able to swing the purchase of residential property is better off than one who lives on rented land and under a rented roof. The Federal Housing Administration has made it possible for anyone to acquire a home at reasonable rates of interest, including in the monthly payments such expenses as insurance, taxes, reduction of principal, etc.

It must always be borne in mind that while payments on the purchase of a house may be as high as rent, and while there may be an eventual loss on the turnover of a house, nevertheless

something comes back; in the case of rent, once you pay it, it is gone forever.

The prospective purchaser should investigate thoroughly his prospective property. He should assure himself that it is really what it is represented to be. The title should be studiously investigated, and a good form of title insurance demanded. Except in isolated cases the purchaser should consider only property that has been improved. Paving, sewers and utilities may fall as a heavy burden if put in at some later date. Cases have been noted, not necessarily in our city, where the purchaser found that the property deeded to him was not the same as the property he had looked at and thought he had bought. This is often the case where canyons, marshy land, or land requiring clearing are adjacent to the property under consideration.

It would seem that now is as good a time as any for the prospective home owner to give serious thought to owning a home. He should, however, exercise extreme caution and business judgment in so doing. To this end I recommend that you read the two articles which appear in this issue concerning the purchase and ownership of homes.

R. H. FLEET.

Joc—Your letter is interesting. Stop at my office on your way out some evening and we will discuss it.

R. H. F.

## Suggestions

IN accordance with Major Fleet's announcement in the January CONSOLIDATOR, C. A. Van Dusen has announced the offer of three cash prizes of \$50, \$30 and \$20 to be awarded each month for the best suggestion submitted to lower costs.

The winners for February will be announced in the March issue of the CONSOLIDATOR. Suggestions submitted during January previous to this announcement will be considered for February awards.

The following committee will consider all suggestions received and decide the final prize winners:

C. A. Van Dusen, Vice-President, Chairman.

Jas. L. Kelley, Factory Supt.

Donald Frye, Personnel Director.

B. W. Sheahan, Engineer in Charge of Drafting.

D. G. Fleet, Asst. to the Manager.

D. M. Carpenter, Coordinator.





# My First Airplane Ride

by Catherine Alice Phipps

THE United Air Lines Transport Corporation extended a gracious invitation to a group of CONSOLIDATED personnel to take a courtesy flight in one of its huge transport planes, on Tuesday, February 2, at 7:55 P.M. Those who "hopped" were: Ted Hall, Bill Ring, Henry Mandolf, Harry Campbell, Henry Growald, Alan Abels, Pete Carlson, Basil Isham, Jimmy Wainwright, Jack Larson, C. B. Carroll, Tommy Hemphill, Len Cedewall, Wendell Eldred, Ken Jackman, G. G. Green, B. W. Sheahan, Mrs. I. M. Laddon, Miss Ryan, and myself.

I had never before been up in an airplane; in fact, I had never been in a plane up or otherwise. My whole experience with them was derived from newspapers, books and that truth-stretching teacher—the motion picture. It was, therefore, with a mingled feeling of anticipation and apprehension that I stood in United's waiting room awaiting my initial "hop." My knees felt strangely wobbly and showed a tendency to "knock." Everybody else, including Mrs. Laddon and Miss Ryan, seemed to be "cool, calm and collected"; I tried, unsuccessfully, to appear nonchalant. After waiting about ten minutes, we were told that it was time to "take off," so, with the others, I headed for the plane. We were intercepted by Otto Menge who lined us up and took our picture. After this, we were permitted to enter the plane. An extremely pretty hostess met us at the door and led us to our seats. I felt a moment of panic as she fastened a belt about me.

Of course I had heard about Sir Isaac Newton's theory of the law of gravity—"everything which goes up must come down", but it was no comfort as he didn't say that it had to come down in one piece! Once I had been comfortably seated, however, my curiosity got the better of my fright and I began to look about with interest. The plane seemed to be very compact with no wasted space. As I was taking everything in, someone said, "We're off!" and I awaited a jolt. To my surprise, the ship rose easily like a great bird. My fear now almost entirely conquered, I stared out the window in fascinated wonder at the sight spread beneath us. On one side was the sea—misty, dark and forbidding, but on the other side was beauty. The lights of San Diego resembled the contents of a jewel box strewn recklessly about, while the road to Mission Beach looked like a gorgeous diamond necklace. North Island, Coronado and the lighted ships in the harbor presented a never-to-be-forgotten sight. I forgot my fright entirely and enjoyed my ride immensely and was quite peeved when we started to land. It seemed as if we had been up but a few minutes, while, in reality we had been up for half an hour. We landed easily with but a slight bump, and the great event was over. I had actually been up in a plane and—strangest of all—I liked it!!

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Moderate Prices

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AMERICAN PACKED TO AMERICAN STANDARDS

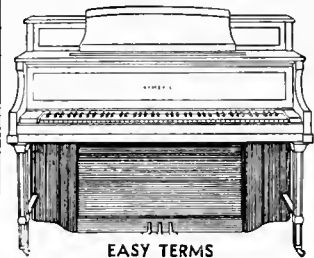


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SIXTH and F STREETS

**Ace of Aces**

IN the last issue of CONSOLIDATOR. Air Vice-Marshal William A. Bishop, V.C., D.S.O., etc., was referred to as "one of the greatest living aces of the past World War." When referring to aces of the World War, Colonel Bishop as he is commonly known, has no peer.

Born in Owen Sound, Canada, Col. Bishop entered the World War when only 20 years old. Probably the best tribute to his flying was made by our own General H. H. Arnold in his book "This Flying Game" in which he says:

"The most successful fighting fliers of the Great War were called aces. The term signified one who had obtained at least five victories in air combat. Each of the principal combatant nations produced more than a score who were accorded this recognition. The air soldier who won more combats than any of his fellows was accorded that supreme title, Ace of Aces. Perhaps in no other branch of fighting was recognition of success so accurately classified as this. It is easy therefore to name the most famous fighting pilots—the greatest heroes of the war in the air. The greatest of them all, in point of victories won, was Colonel Bishop, a Canadian by birth, flying under the flag of the British Empire. Colonel Bishop gained more than one hundred victories over flying foes, more than eighty of which were confirmed. To him rightly goes the title, International Ace of Aces."

Air Vice-Marshal Bishop is now a director of our Canadian Cousin. **FLEET AIRCRAFT LIMITED.**

Congrats to Mr. and Mrs. Milton Fulkerson on the birth of a 7-lb. boy Sunday eve. We understand this is Milt's "X" job. Milt hangs out in the Center section where he hangs duprene on the upright. We also have doubts as to whether the boy bounced, because of Milt's close association to duprene which doesn't bounce. Nize going, Milt. No. 4388.

One night Harold Olson left work to find that he had no car. The next morning the police found it at San Clemente (poor Olie)!!

Elmer Gahlbeck, 4432.

We are glad to hear that Darling's wife has returned from the hospital after a serious operation. She became seriously ill Christmas Eve—not a very nice Christmas.

Elmer Gahlbeck, 4432.

**Take It From Me**

California grows the most unusual fruits and vegetables and, in the true Californian spirit, I agree that they are incomparable. *But*, here is the catch. Just show me the person who can match the New York Fish-Fry or Hamburger. Then he'll be sung to, talked about, and honored in the All-American style. Yet—"Thar's gold in them thar hills."

Matt, 2538.

**Thursday**

'Twas the night before pay day, and all through my jeans.

I hunted in vain for the price of some beans.

Forward, turn forward, O Time, in thy flight,

Make it tomorrow, just for tonight!!

Christopher Morley.

Here's hoping we may never find ourselves in such a predicament.

Joe Davis, 1575.

Have you been by the Cable Department lately and noticed how Gus Johnson, the boss cableman, has turned domestic? At first he just cooked a simple stew but now it's boiled eggs each morning. If he could sew, what a wife he would make!

Louis Tournie of the Tool Room, whose young daughter was critically ill near Christmas, reports that she is well on the road to recovery.

E. L. Minch, 1209.

**Another Experiment?**

Ed Reynolds, of Engineering, arrived back at work following his honeymoon. When he approached the Experimental Department he was chagrined to find that he had left his identification disk home. However, he presented his marriage license and was immediately admitted.

R. R. Hoover, 292.

Walter Fowler was married to Dorothy Belman of Baltimore, Md., on December 21, 1936. Mr. Fowler is employed in the Wing Dept.

No. 4628.



## Good Luck . . .

THE CONSOLIDATOR is pleased to announce that Bill Hlobil, formerly in charge of liaison work, is starting on a new venture in the aeronautical field.

Bill's activities with CONSOLIDATED started in March, 1926, on the PT and NY trainers under Colonel Clark and Joe Gwinn. He later engineered the FLEETS and trainers and finally took over complete control of the trainer series. Because of his valuable experiences in the design and manufacture of these airplanes, Bill was appointed Chief Liaison Officer (trouble shooter) on all CONSOLIDATED airplanes.

No newcomer to this industry, Bill started in aviation in 1916 as a pilot in the World War, at the age of seventeen years. He became thoroughly enthused with the value of aviation, both its military and commercial features, and decided to make it his field of activity. Realizing that there is more to aviation than flying, he took post-graduate courses in aeronautics at Vienna and Paris and became a full-fledged aeronautical engineer. Prior to his coming to CONSOLIDATED, he worked for the Curtiss Airplane Company in the factory thus broadening out his training and fitting himself for more responsible duties.

While regretting the loss of a valued friend of long standing, the CONSOLIDATOR knows that, because of his aggressiveness, training, and experience, Bill will have complete success in his new endeavors.

### TOM & JERRY

Tom: I thought you were a teetotaler, but now I see you drink Tokay wine. How come?

Jerry: Isn't "T" OK?

W. Stoy.

Ted Edwards, No. 1 man in the Bench Dept. said, "I have 69 men working under me."

Chester Bendt replied, "That's nothing, the guy who cuts the lawn in the cemetery has 1,500 under him!"

Eddy Raymond.

E. Wm. Ekdahl, rivet crib tool designer, slipped one over on most of his friends. He was married New Year's eve to Harriett Marie Burdette of Ocean Beach in Yuma, Ariz. They spent the holidays in a motor trip including Yuma, Los Angeles and Santa Barbara.

E. M. Sheehan.

Magnus St. Clair, Material Dept., says "Any Bohunk can borrow, but a Gentleman always returns what he borrows."



## What a Relief!

"A Home of Your Own" at Last.



It's a grand and glorious feeling "HOME OWNERSHIP" and how very simple now to gain that goal which every true American has . . . "A HOME OF HIS OWN"

It is now possible to build a home and buy it on Rent-like Payments. \$25 to \$30 per month includes interest, insurance, taxes all combined.

One of our Building Experts will gladly call any night or any day and explain the plan to you without the slightest obligation.

Phone *Main 7191* and make an appointment



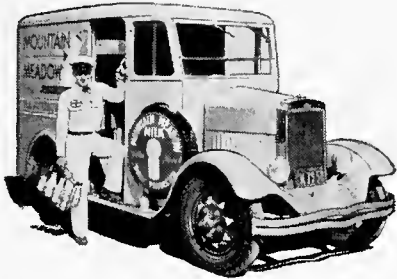
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**Delicious ICE CREAM**

Please mention Consolidated House Organ when ordering Mountain Meadow Dairy Products.

**Dial H.2486 for Home Delivery**

**EICKMEYER'S German Delicatessen**

1236 Fifth Ave. (bet. B and A)

Over 30 years in San Diego

Imported Delicacies, Milwaukee Sausages, all kinds of Cheese —and Lunches Served

# Uncle Sam's Home Building Program

by J. A. Edelbrack, Assistant Cashier  
San Diego Trust & Savings Bank

To encourage the building and ownership of homes through a simple process of small monthly payments that include interest, taxes, insurance, special assessments and a gradual repayment of borrowed money; the Federal Housing Administration provides a way by which any individual in good credit standing can borrow up to 80% of the appraised value of the property when completed.

These loans are made, not by the Government, but by banks and other lending agencies which have qualified under Government requirements. These payments can be spread over a period of twenty years and the only extra costs are certain initial fees to be paid in cash at the time the loan is made. The principal requisite is the borrower's ability to pay his monthly payments which should not exceed one-fourth of his monthly income.

An applicant who wishes to build a home simply goes to a bank or some other approved loaning agency to file his application. The main advantages of these F.H.A. loans over other types, is that one may secure a larger proportionate loan for a longer period of time. The reason banks and other lending agencies can make these loans under such terms is that they are insured through Mutual Mortgage Insurance under Title II of the National Housing Act which protects them in this kind of loan.

But to obtain this insurance, the bank or loaning agency is required by the Government to collect in advance on a monthly basis all costs of carrying the property and loan which are, as stated, included in the monthly payments.

Many home owners are finding this type of loan a very convenient and simplified way of taking care of the whole financial cost in one account.

For those who have such a loan in mind, it might be stated briefly that for the first year monthly payments will be around \$10.25 for each thousand dollars borrowed. For example, assuming that you own a lot worth \$650.00, or can buy one worth that amount; and want to borrow \$2100.00 to build . . . the set-up would approximate Loan A, below, if you wanted to take 20 years to repay and bearing in mind that each loan varies in the initial costs according to circumstances.

These examples are from the files of the San Diego Trust & Savings Bank and represent actual loans made.

## NEW CONSTRUCTION ON LOT JUST PURCHASED

Time 19 years, 6 months.

	Loan A	Loan B
Amount of Loan . . .	\$2100.00	\$2500.00
Price of lot . . . . .	650.00	650.00
Contract for house . . .	2150.00	2500.00
	<hr/>	<hr/>
	\$2800.00	\$3150.00

Initial Costs Paid in Cash—	All Paid	All Paid
Taxes . . . . .	No Charge	No Charge
Brokerage . . . . .	No Charge	No Charge
F.H.A. Appraisal . . . . \$	10.00	\$ 10.00
Notary Fee . . . . .	1.00	1.00
Recording . . . . .	5.30	5.30
Trustee's Fee . . . . .	2.50	2.50
Tax Service . . . . .	7.50	7.50
Bank Appraisal . . . . .	5.00	5.00
Certificate of Title . . . .	10.00	12.50
F.H.A. Mortgage Ins. . . .	11.38	13.55
Fire Insurance . . . . .	12.90	12.50
	<hr/>	<hr/>
	\$ 65.58	\$ 69.85

Monthly Payments First Year—		
Prin. and Interest . . . . \$	14.07	\$ 16.75
Service Charge . . . . .	.86	1.02
F.H.A. Mortgage Ins. . . .	.88	1.05
Fire Insurance . . . . .	.40	.35
Taxes Estimated . . . . .	5.73	6.57
	<hr/>	<hr/>
	\$ 21.94	\$ 25.74

Thus you will see that in LOAN A for \$2100 the initial fees to be paid in cash amounted to \$65.58 . . . in other words, to build his house worth \$2100 all the borrower had to do was to furnish the lot and pay \$65.58 cash for fees to entitle him to the loan which he could repay at the rate of \$21.94 per month for the first year.

During the life of the note, which bears 5% interest, the principal and interest payments remain the same, but as the amount of interest decreases, the amount credited to payment of principal, of course, increases.

Those contemplating such a loan can figure roughly the monthly cost by allowing about \$10.25 for each thousand dollars borrowed. The best way, however, is to go directly to some bank or other agency qualified to make F.H.A. loans and work the whole problem out with them. San Diego banks make no brokerage charge. They are glad to assist.



## "FLAGG'S SHIP"

WORKING hard for the past year during all their spare evenings and every week-end, several CONSOLIDATORS led by C. C. Flagg, of our Final Assembly Inspection, built the beautiful little racing plane pictured above.

The design incorporated Flagg's ideas of what a small racing plane should be. He had charge of all construction and was ably assisted by Young McClure and Lionel Machado of the Sheet Metal, Herbert Jewel and Joe McCannon of Final Assembly and Joe Sturgess of the Hull Department.

Several problems had to be solved during its construction but keeping Flagg from welding himself into the fuselage probably gave the boys their greatest concern.

After weeks of effort, the ship was turned over to Hugh Nicolson, Jr., also of Final Assembly Inspection, who, after several minutes of taxiing, took the ship upon its initial hop.

The results proved many of Flagg's theories as being correct and the boys are planning to clean up a few items and enter it in the National Air races in Cleveland, next fall.

The boys extend their sincere thanks to many CONSOLIDATORS who assisted them in its construction and particularly want to thank I. M. Laddon, Harry Sutton, Leo Bourdon, Cass Gurney, Bert Bowling, Tom Galvin, Al Barlow and Herb Truitt for their assistance and advice.

They also want to remember Paul Hock as being very helpful to their cause even though he made them pay cash for materials they required at times.

### General Characteristics

Wing Area (Inc. ailerons) . . . 35 sq. ft.  
 Span . . . . . 14' 6"  
 Length . . . . . 12' 6"  
 Height . . . . . 3' 10"  
 Weight (empty) . . . . . 408 lbs.  
 Gas Capacity . . . . . 12 gals.  
 Oil capacity . . . . . 2 gals.  
 Propeller, wood, 62" dia; 42° at  $\frac{3}{8}$  station.  
 Engine, English Pabjoy, "Niagra" 90 h.p.  
 Speed . . . . . 200 MPH  
 Landing Speed (with flaps) 58 MPH  
 Landing Speed (without flaps) . . . . . 70 MPH

### Construction Data

Wings are single piece cantilever type having two spruce spars and plywood skin.

The fuselage is welded chrome moly steel tubing faired with spruce formers, screen wire and fabric covering.

Control surfaces are steel tube construction fabric covered.

Ralph Waldo Emerson, in his "Essay on Self Reliance," says: "There is a time in every man's education when he arrives at the conviction that envy is ignorance; that imitation is suicide; that he must take himself for better or for worse as his portion; that though the wide universe is full of good, no kernel of nourishing corn can come to him but through his toil bestowed on that plot of ground which is given to him to till."

R. A. Ball, 5461.

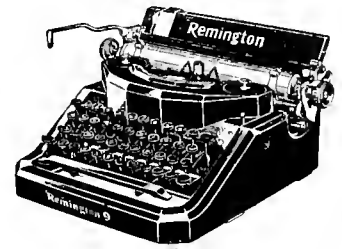
### NEWS BY ELMER

Frank Heidemann has gone in for chickens! He says his chicken laid 2 eggs and now he wants to sell a dozen already. How do you do it Frank?

## WARD'S

1037 Tenth Ave.

Complete Typewriter Service



Exclusive Woodstock Distributors  
 All makes rebuilds sold and rented



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**CLEANING  
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No need to worry about the cleaning results when you send your clothes to the MISSION DRY CLEANERS—workmen who are trained and skilled give studied attention to each garment.

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## WHAT

do you demand  
 of COFFEE?  
 FLAVOR?  
 STRENGTH?  
 FRESHNESS?

## BIG 5 COFFEE

has  
 them  
 all!



Tune in KFSD  
 Mondays 7:15 P. M.



CONSOLIDATED has an interesting newcomer in the person of Mr. Richard Archbold, Research Associate of the Department of Mammals, of the American Museum of Natural History. He is awaiting the construction of a CONSOLIDATED PBY type flying boat, without armament, which he has purchased for use on an expedition he will lead into the New Guinea region late this year.

Mr. Archbold, whose quiet manner and slow, almost drawling speech, belie his exciting vocation, has seen many strange places in his mere twenty-nine years. His exploration career began when, at the age of twenty-one, he went on an expedition

## .. Explorer

to Madagascar as a photographer and animal collector. The study of mammals proved to be so fascinating that he decided to make it his life work.

Shortly after the conclusion of this expedition, Mr. Archbold went on another, this time as Leader, to New Guinea. It was on this trip that he decided much more ground could be covered, with greater ease and safety, with a plane. When the group returned to New York in 1934, he, therefore, purchased an amphibian and took flying lessons, obtaining a private license.

Later, when he went on an expedition to Mount Fain, Australia, Mr. Archbold found his plane of immense value in many ways. It was especially valuable as a means for transporting food and supplies from a base camp to advance parties; parachutes were used in dropping these necessities from the plane to the ground.

On his next trip, Mr. Archbold believes that his new plane will be of vast aid to him. It will enable him to carry larger loads and increase his range of exploration. He will be able, because of the increased cruising speed, to deviate from his course more often to take pictures, etc. He took 3,000 pictures on his last expedition and expects to take even more on this next one.

He will remain in San Diego until his plane is ready to take East.

greet the guests. "Done Up" Browne, an old friend of the "family" led the frolickers in "running down" the folks.

Chief Petty Officer, Suwaski, leader of the U.S.S. Concord Band, played several piano selections that greatly pleased the crowd.

Dr. Dugas saw to it that everyone stayed happy. He even tried to make Russ Kern's girl happy by teaching her the Polish Polka. Russ felt so bad over this intrusion that he went straight to the bar and had Bartel and Budzen set up four Coca Colas which he downed at one time and then went into a deep "sleep". Dugas took his girl home.

Along about midnight, a "Kielbasa and Kapusta" dinner, which the Mesdames Kuzel and Bartoszncki deserve so much credit for putting together, was served.

Now, if there is an question as to what "Kapusta" is, we can clear it up by telling you it is good old sauerkraut but "Kielbasa" cannot be described so easily. Roughly speaking, it is sausage, but of a special recipe. Unable to purchase any in the local market, Walter Kuzel and Otto Bendt got busy and made up 347 yards. As the finished product must be smoked for several hours, Johnny Penfield was called on to build up a smoke house. By using two ash cans and several cords of white oak logs he got the job done, but several neighbors wondered why the "smudging" when he has no citrus trees.

The Polonia Club is made up of Polish boys from CONSOLIDATED and all members of the committee, led by Chairman Eddy Raymond of our Sheet Department, Frank Morse, and many others, deserve much credit and many thanks for a grand time.

Ange Mandra told me confidentially that Joe "Boggs" Barow has taken up flying "seriously."

Bernie Ruby, Metal Bench.

### GALLEN KAMPS All-Leather Shoes

Oxfords with Crepe Soles.  
Black, Brown, Gray, Suede  
and Black Calf.

932 FIFTH AVENUE

### Polonia Club Entertains

A VERY pleasant evening was immensely enjoyed by the many CONSOLIDATORS who attended the Dinner Dance given by the Polonia Club at Germania Hall on January 30.

The fun began early and the "Wilkins Family" was on hand to

100%  
LOCALLY  
OWNED

# Piggly Wiggly

We Pride Ourselves  
in Cleanliness  
and Friendliness

**You Build Airplanes — We Sell Groceries**

**Let's be Friends . . . Come in and  
get acquainted with our personnel**

**Clean Foods and Courteous Service**



this department and became its manager. Under his guidance, it has grown from a few personnel to its present size and tremendous responsibilities.

In leaving us, Ralph takes with him our lasting friendship and sincere best wishes for his success in the Production Department of Bell Aircraft Corporation, Buffalo.

**Au Revoir! Ralph**

Your Dispatchers and Truckers, your Typists, and File Clerks,

Your Clerks and Clerks' Helpers, and all of your crew

Have pooled their spare pennies and purchased a present

To give, as a parting remembrance to you.

This month, on the 15th, you say you are going:

So to "better your schedule" we're giving it now.—

No "shortage" of friendly esteem could be slowing

Our parting memento to you and your frau.

We'll not say good-bye, but just "auf wieder-sehn."

We'll not shed a tear, for we know you'll succeed;

And we feel that the next time we meet you again,

We'll find you still rushing ahead at top speed!

It's hard to say "thank you" at times, so we voted

We'd say it in form of a last souvenir,

To show that the favors you did us were noted.

Here's eloquent "thanks" you can see, tho not hear.

So take our best wishes and hopes on your journey!

We know you have proven an excellent boss!

There's none here can beat you—not even "Cas." Gurney!

The gang here in Planning will suffer a loss.

—John E. Whitman.

**NEW CHIEF . . .**

THE CONSOLIDATOR extends sincere congratulations to George J. Tompkins on his recent appoint-

ment as Chief of CONSOLIDATED'S Protection Department. He has been with the Company for about fifteen months, serving as a Special Officer during that time.

George was born in Brooklyn, New York, 51 years ago. He received his education in that city, graduating from Brooklyn High School. In 1911, he became a member of the New York Police Force and served in that capacity for eight years.

In 1919, he came to California, where he was engaged in the automobile business until 1928. He went back into police work in San Diego County for a short time after this. For four years prior to his coming to CONSOLIDATED, George served as Deputy Sheriff in the County of San Diego.

A Brooklynite by birth and a San Diegan by choice, George enjoys a happy, contented life. He is the grandfather of two little grandchildren of whom he is immensely proud. All outdoor activities appeal to him but his favorite sports are hunting and fishing. And, oh yes, should you care to start anything with him, it might be well to know that he was an amateur boxer of some note in his youth.

Congratulations, George! We know that you will fill your new position very capably. Your own motto—"Obey orders and be honest"—contains the secret of your past success and the assurance of your success in the future.

**. . . Au Revoir! Ralph**

RALPH OVERSMITH, Chief of Production, and a CONSOLIDATED employee since 1924, has announced his decision to return East because of illness in his immediate family. As much as we regret to see Ralph leave, we know his decision is wise because health must be the first consideration.

Ralph entered the aviation business in 1924, coming from the automobile industry. He first worked as a designer in the Engineering Department under Colonel B. E. Clark, on the P. T. and NY training airplanes.

In 1926 he was promoted to Chief Draftsman under J. M. Gwinn, Jr., on the training airplanes and later became Factory Superintendent in charge of Fleet production. With the expansion of CONSOLIDATED in 1930, a Production Department was formed to handle the many models manufactured at that time. Ralph organized

Give your car the benefit of America's favorite airliner oil... At your independent dealer.

**SAVE MONEY**

If planning to buy a car on time payments or to borrow money on your car, see Paul Wolcott. He can probably help your financing at low rates.



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Standard Is Now Bigger and Better Than Ever



See Fashion Furniture Lane Interesting by Day or by Night

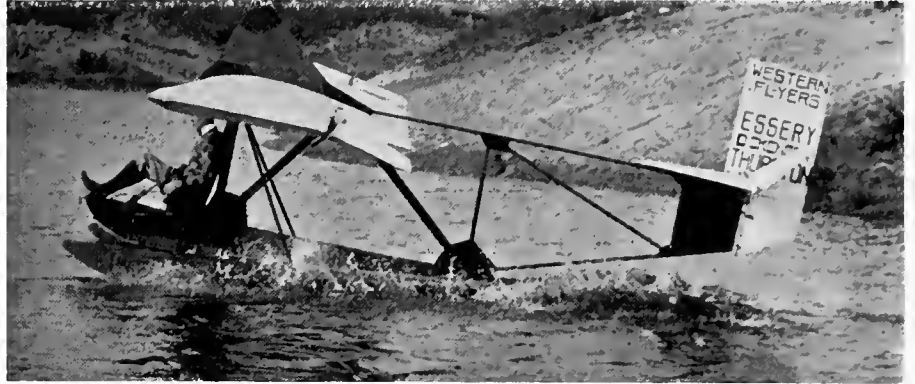
J. E. Dryer, President

Take Advantage of Our February Feature Sales

Special Selections In All Departments At Special Price Concessions

YOUR CREDIT IS GOOD

Standard Furniture Company  
2368 Kalmia at Kettner  
A CONSOLIDATED NEIGHBOR



## ... Another Consolidated Pioneer

"He floats through the air with the greatest of ease.  
The daring young man on the flying trapeze."

WHILE his "floating" wasn't done on a "flying trapeze," Alan Essery, of the Wing Department, can certainly be classed as a "daring young man." He is a glider enthusiast and, at the age of 24, has a colorful background in flying this type of craft, of which he may well be proud.

Despite his youth, Alan is a real pioneer in the realm of gliding. At the age of fifteen, he began building and flying gliders. His first model was one of the old "hanging glider" type in which the pilot swung from the framework and glided by shifting his weight.

In 1930, when he was seventeen years old, Alan and two other boys built a glider. Although they didn't know a great deal about flying, the boys, known as the "Three Musketeers," completed it in two months working only in their spare time. In spite of their pride of achievement, they were greatly surprised when the National Glider Association, seeking the sturdiest glider in Southern California for pontoon equipment, chose their craft. The glider was taken to the Pacific Technical University, San Diego, equipped with pontoons and successfully flown by Alan at the Emerald Hills golf course. The glider was catapulted into the air from the rise near the club house. It soared gracefully to a perfect landing on the surface of the lake below. Thus it became the world's first amphibian glider. At this time, Alan was a second-class glider pilot with more than 400 flights to his credit. Quite a record for a boy of seventeen!

Alan gave many gliding demonstrations which proved his ability and marked him as one of the real experts of the field. At the dedication of California's first glider port at Emerald Hills, on July 27, 1930, he won two honors. For the best duration flight in

the advanced class he won the Marston Cup. The Anne Lindbergh club also awarded him a cup for the best glider flight of the day.

Also in July, 1930, Alan received a commercial glider pilot's license which enabled him to instruct students. He was the youngest glider pilot in the country to hold such a license.

Like a good business man, Alan overlooked no opportunities and, together with a friend, Joe Thurston, he formed a company for the manufacture of a glider, the "Western Flyers Primary," especially designed and constructed for student training. The company was called the "Western Flyers Glider Company"; Alan was President and Joe was Vice-President. The venture was quite successful and a number of their gliders carried pilots to victory in numerous events.

For a while Alan conducted the Essery Gliding School at Ryan Field.

With this background, it seems only natural that Alan should be working in an aircraft factory. His early experiences will, no doubt, be of immense value to him.

### MATHEMATICS

For the convenience of employees of the Night Shift, the San Diego Department of Education has arranged the following courses of study:

A review of Algebra, Geometry, Trigonometry and Arithmetic—Mondays and Thursdays, 1:00 to 3:30 p. m.

Course in Blue Print Reading and Mechanical Drawing—Tuesdays and Fridays, 1:00 to 3:30 p. m.

Place: Washington School, corner State and Elm Streets. Given by the Department of Adult Education of the San Diego City Schools.


All interested are urged to attend.

H. H. Holt,  
Dept. of Adult Education.

SANDIEGO'S PRIZE-WINNING MILK

==costs YOU no more!

fresh FROM SAN DIEGO COUNTY FARMS!



PROTECTED MILK  
PROTECTED 27 WAYS...  
by Arden  
AT YOUR GROCER

in 1/2 pint, 1 quart, 1 gallon sizes for home delivery

"Jenny Wren"

Lunches  
Sandwiches and  
Cold Drinks

MORNING AND NOON

☎

Parking Lot at Employment Office



# Security In Ownership

A COMPARATIVELY few years ago abstracts were the generally accepted evidences of title. But with the expansion of local business, a quicker and more reliable title service was demanded. The Guarantee developed as a result. Later the complexity of recorded data and the increasing intricacies of title work required an even greater security than the Guarantee (which did not insure against material not disclosed by record). The air-tight policy of title insurance arose to meet this demand—with perfect success.

Its success is based squarely upon the protection it gives. It is an unequivocal guaranty, backed by a specified sum, of any title movement. It insures against misrepresentation, forgery and false identity—all particularly dangerous contingencies in a country whose population is in a great measure "floating." It protects buyer, seller, lender and borrower. In short, it shoulders all of the ramified responsibilities of real property in the most secure form possible—an indemnified contract.

Real Estate is something entirely within a person's own control. Realty investments make his employer feel that it is the employee's desire to remain in the community and lend his best endeavors in his employer's behalf. It indicates thrift, which became an outstanding virtue during the depression. Success is usually attended by home ownership, while failure is frequently associated with renting.

Home ownership may be a debatable question in the great metropolitan cities, where realty prices have increased to a point, except in the far-distant districts, beyond the reach of people of ordinary means. The distributed heat offered during the winter by apartments situated in our east is a great convenience, but it ceases to be an inducement in San Diego, as here one needs artificial warmth only in the early morning and evening. Then, also, in many cities families have to seek cooler sections during the summer months, but here one never has to vacation in a better climate, for San Diego has the best the world affords.

If one owns a debt-free home in California, he enjoys special security, as taxes can run (true, with certain penalties) 5 years before a property tax lien can cause the transfer of the title of his home.

By **RUFUS CHOATE, V. P.**

**Union Title Insurance Company**

San Diego is a rapidly growing community. It has doubled its population every ten years since 1900; and during these periodic growths rents have increased, and this is also a time when renting properties change ownership, which means disturbance to tenants. Therefore, home ownership allows the acquisition of the better things in life during periods of prosperity, and one's increased earnings do not go for increased rents.

San Diego is swiftly moving into a cycle of prosperity. The price of lots will advance rapidly during the coming year, consequently, this is an opportune time to give consideration to the purchase of a home, either by acquiring a constructed home or by buying a suitable building lot.

Home locations are viewed by buyers from various standpoints. Some make their purchases in the hope that the district will always remain a homeland area. Others buy locations of potentialities, hoping that someday their land may become business property or a section that will be given profitably over to flats and apartments. Fortunes have been made, either by leasing or selling, in Southern California by the encroachment of business upon home areas.

San Diego is capable of increasing its population to upward of half a million, therefore, the home-owner is making an investment that will mean much to him in the future.

## Visitors

Prominent among the names on the visitors' register for the past month are the following: Elby Kalep, Authoress of "Air Babies"; Captain Jonas Ingraham, U.S.N., former football coach at Annapolis; Commander Donald Royce, U.S.N.; Colonel Ralph Royce, U.S.A.; La Motte Cohu, Director TWA; Otto Praeger, Assistant Postmaster-General under former President Woodrow Wilson (Mr. Praeger was Major Fleet's boss when he flew first air mail); Jack Frye, President TWA.



**BUY THE BEST  
COSTS ONLY A FEW  
CENTS MORE EACH WEEK**

PER WEEK  
**\$1.69**

**Firestone**  
GUM-DIPPED TIRES

BUDGET PLAN  
NO MONEY DOWN

**Firestone**  
AUTO SUPPLY & SERVICE STORES

**BROADWAY  
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## For Quality Hand Tools

BUY

Starrett

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**Gerstner & Kennedy  
Tool Chests**

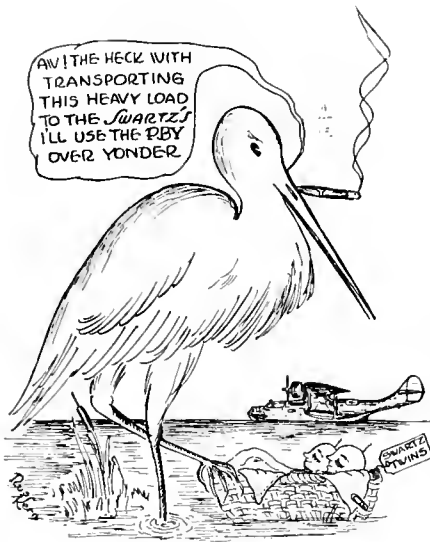
*Display each Friday  
at your plant*

Store Open Until 5:30 P. M.  
Week Days

Homeshop Equipment—Delta Quality  
Tools, South Bend Lathe

**Motor Hardware  
& Equipment Co.**

1125-47 Columbia St.  
San Diego, Calif.



### "Double Pinochle?"

That proud air about "Stubble" Swartz, of Receiving Inspection, is due to his taking much of the credit in the case of the beautiful pair of twin boys his wife presented him with on January 14 at Paradise Valley Hospital.

The boys, Jim and George, and Mrs. Swartz, are all coming along fine and we offer our heartiest congratulations and best wishes to them all.

### Welcome!

Ralph S. Reade has been appointed to duty in the Inspection Crib. Welcome to CONSOLIDATED, Ralph!



**Learn to Dance Well**  
PRIVATE LESSONS IN  
SOCIAL BALLROOM

Special, Six Lessons, \$5

**HEMPHILL'S**  
School of the Dance  
Downtown Studio  
1039 7th Ave. F. 5750

### Boy, Oh Boy, Oh Boys!

Speaking of boys! Just ask Joe Bender No. 863 Night Janitor, and William Leroy Melton No. 5460, of the Hull what they say about boys! Proud fathers of new babies! E. J. Myers No. 889 brags about his baby girl! W. C. Gilchrist.

Monday, Jan. 25th, 10:00 P.M., a 7-pound 9-oz. baby born to Mr. and Mrs. Howard R. MacDonald. They had hoped for a boy... had him named and it turned out to be a girl, so, as this copy was turned in, she had not as yet received a name. Everyone reported doing nicely, thank you.

R.Z.

### Reunion

THE Tonawanda Club will hold its eighth annual reunion at Strobel's Bavaria, Friday evening, February 19th, at eight o'clock. Manager Strobel has a special program worked out, featuring Gustave Johnson in Swedish and Arthur Hartman in the Hitler version of the famed Schnetzl Band. A prize yodeling contest has been arranged. The following have been appointed on the general committee: C. T. Leigh, Executives; Howard Golem, Office; Phil Koenig, Engineering; Carl Golem, Planning; Chas. Tailer and Henry Myers, Tool Room; James Patton, Louis Peters, Henry Golem and Harold Poerschte, Machine Shop; Walter Graf, Jake Theus and Arthur Hartman, Sheet Metal; Al Ambrose and Arnold Sprengor, Tank; Otto Koeckel, Stanley Piontek and Ben Kiegle, Welding; Gus Johnson, Bench; Norman Wise, Hull and F. J. Eismann, Navy. The affair is stag and aircraft specialists should make reservations early.

I wish to express my appreciation to the men who kindly consented to donate their services in a blood transfusion for my wife.

A. J. Keene, 4379.

### Hospitals Are Swell

It was stated in the last issue of the CONSOLIDATOR that I said I do not like hospitals. That is wrong because I do—and Scripps' is the tops—blondes and all. Drs. Eby and Holder did a neat job, including the baseball stitch and safety wire. I wish to thank the Night Wing Crew for their gift.

W. E. Bethel.

No. 4354, Night Wings.

Mr. and Mrs. Howard A. Clegg and J. C. (Red) Coulter of the Wing Department recently made a trip to Los Angeles to pilot Howard Clegg's newly purchased K-5 American Eagle back to San Diego. So come all you fliers—the Place—Peik's Airport.

### Congratulations

Congratulations are extended to Misses Dorothy "Dot" Gurney and Dolphine "Honey" Fink, daughters of CONSOLIDATORS Cass Gurney and Henry Fink, for completing their High School careers.

Both girls specialized in Business Administration and were graduated from San Diego High School on February 5th.

They plan a few pleasant trips this summer and then will enter San Diego State College in the fall. Larry.

Margaret McDonough, of the Planning Department, has been wearing a diamond ring on a significant finger of her left hand since the Christmas holidays. We are wondering if a certain young man in the Hull Department whose initials are R. C. has anything to do with this situation? Those who know are betting twenty to one in favor of the affirmative and are wishing Margaret and Ray much happiness. No. 649.

Here I lie upon my bed.  
My mouth is dry; Oh, what a head!  
My muscles ache, my feet are sore,  
'Tis the morning after the night before.

Can't take my food, I have no pep,  
Spent all my dough, and lost my rep.  
Just let me sleep, I sure feel bad,  
But, gosh! — what a wonderful time

I must have had!!

R. A. Ball, 5461.

Our congratulations and best wishes to William Crocker who married Miss Marguerite Kaye of San Diego on the night of the CONSOLIDATED Christmas Dance. Ye Editor is chagrined that he did not hear of it sooner in order to report the news in the January issue of the CONSOLIDATOR.

## ROY'S FOR BETTER MEATS

Twelfth Avenue and E Street · Phone M-1662

## THRIFTY MEATS

949 Twelfth Avenue · Phone M-2488

## Ambling With Abels

Roy Smeltzer, No. 1583, is losing weight. Is it the life he is leading or the lack of his wife's cooking?

The Wood Shop has a good soccer player in John Moore No. 1567, who was captain of the soccer team at No. East High School in Philadelphia. He is playing inside left with the CONSOLIDATED team.

Have you seen the new calendar in the Tool Room?

Johnny Woodhead would like to know who the "other 'old' man is in the Tool Room."

A bystander, watching the first flight of the tiny little speed plane built by some of the CONSOLIDATED fellows, was overheard to say: "Is that one of those flying models that the kids build these days?"

Perhaps most of the CONSOLIDATORS don't know we have a baseball player from way back working in the Tool Room. Frank Laabs, No. 1263, was a professional baseball player for 10 years before coming to San Diego on account of his wife's health. In Canada he played with Toronto and Hamilton, Ontario. He was sold to Toledo in the American Association for \$7500.00, where he was catcher for one year. He has the distinction of playing in the longest professional baseball game ever played in Canada—a 20-inning game between Hamilton, Ontario and London, Ontario.

Bob Abels, 615.

We don't see much of Dalton Suggs in the shop any more. He was transferred to the Engineering Department the first of the year from the Production Department, where he had served as stock dispatcher for the Wing and Tail Department. He says he likes his new job fine. Good luck Suggs.

The Gang.

### "NIFTIES"

"Doc" Chundler, running into Inspector's Crib: "Hey Larry, have you any loose nuts around?"

Larry: "Yes, nine and myself."

Russ Kern: "What's the idea of always coming to my department when you're in trouble?"

"Phil" Phillips: "Oh, I only wanted to get the 'Hull' story."

## Night Wings

Ray Derby, the laughing hyena of the spars, reports that he was the recent victim of a gang of Mexican thugs . . . said bandits ripping Senor Derby's stomach to shreds. Doc. Walker, the night sawbones, a recognized authority on scars, declares that the only visible mark on the victim appears to be the result of a very old bullet wound.

Wonder where Ronald Bell gets his sweet disposition; if Leo Tally ever gets mad; how Bud Guthormsen could be made to hurry; what Jack Horner would look like in spats.

Mrs. Johnny Miller is on a visit to Pueblo. Johnny is getting so thin on his own cooking that he threw away his belt and bought a pair of suspenders.

Our most sincere condolences to Seth Whitely over the recent loss of his mother.

Congrats to Belmont Hamilton and K. Nelson for making the jump to the Engineering Department.

Bert Simmons.

Julius A. Kamz, No. 1580, of the Tool Room, is now working, not in thousandths, but in molecules, believe it or not. (With apologies to Ripley.)

H. Prior, 1568.

In view of the recent cold spell, or "unusual" weather, the two penguins found wandering around East San Diego must have thought they were in the Antarctic regions.

No. 4474.

"Nick" Seyboth, 8015, landed in the garbage can Sunday, January 31. He *claims* he fell in while stretching a clothes line.

No. 8042.



EDITOR, CONSOLIDATOR:

Being new with the company and perhaps a sympathetic soul, I couldn't help noticing so many of the fellows going around with a large lump on the side of their faces. Could it be the mumps or perhaps a sore tooth? From their agonized looks they appear to be in terrible pain. Isn't there something that could be done for them?

Sympathetic 1892.

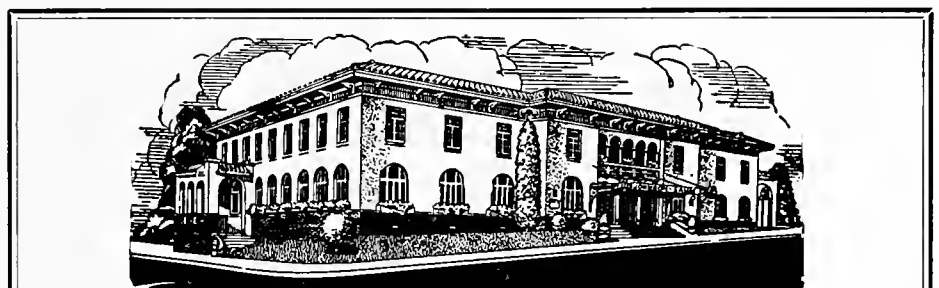
Ask Art Thursam, night tool room boss, to tell us about the hunting trip that took him 80 miles away and, upon reaching into the rear seat for his gun, found, to his surprise, he had left it at home.

MEN'S GENUINE  
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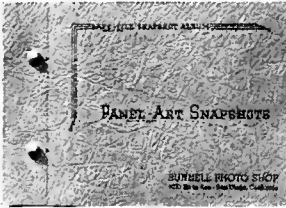


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## HOBBIES



Above we have the dextrous equestrian, Walter T. Dugas of the Navy, who has, after many years of noble horsemanship, acquired the art of riding no hands—Walter takes it as a joke, but note the serious look on "Charley's" face.

One of Walter's fondest hobbies though for many a year has been astride the ponies and he sure is an accomplished rider.

Henry William Roese, bulkhead assembler in our Hull Department, makes his pet hobby show a handsome return.

He has built several airplane models that he has sold for display purposes. While in the east he headed a model airplane club of over 40 members. As each new design reaches completion he gets busy and has a model in the air nearly the same time as the original.

The breeding and caring for tropical fish more than repays Henry Eunis La Jore for the time and effort he spends on them.

What started out as an interesting diversion has turned out to be a very profitable avocation.

He has over thirty-five varieties which he values at over \$300 and claims that his hobby is second to none.

F. R. Purdy No. 1606, is a collector of pictures, articles, and clippings of practically every big event in aviation history. His latest addition to the collection is a cover of one of the CONSOLIDATORS with a picture of a PBY plane on it, autographed by Commander McDade and taken on the No. 1 ship to Pearl Harbor with the mass flight. This is an excellent memento of CONSOLIDATED history, as well as history of aviation.

## Scots Wha Hae . .

The combined committee of the "Order of Scottish Clans" and the "Daughters of Scotia" wish to express their thanks to the employees of the CONSOLIDATED AIRCRAFT CORPORATION who attended their Annual Concert and Dance, which was held January 23rd in the Elk's Hall. A number of CONSOLIDATED Employees contributed to the program. Our congenial friend, Scotty Doig of the Hull Dept., played selections on the "Bag Pipes." His fiancée, Miss Margaret MacKeller, and her sister, Jenny, danced Scottish dances, accompanied by their father, Mr. Arch MacKeller. John Orr, Tube Bending Dept., and James Eaton, Metal Bench Dept., sang selections of Scottish songs. Wm. Milton, Metal Bench Dept., played the violin. The concert was followed with a dance in which many of the CONSOLIDATED employees participated.

"Ham" Mollleur,  
2828 Tube Bending Dept.

Dear Editor:

I have noticed a number of the boys wearing CONSOLIDATED pins on their coat lapel. Can you tell me where same may be purchased?

Thanks.

Joe —

Note: Elsewhere in this issue CONSOLIDATED lapel pins are offered by a CONSOLIDATOR advertiser. —Ed.

## Cash Your Check

The following merchants, in addition to those listed in January CONSOLIDATOR, will cash employee payroll checks without purchases:

Acanthus Pharmacy,  
2944 Lytton Street.

American Jewelry Company,  
920 Fifth Avenue.

Baranovs,  
Fifth Avenue at Broadway.

Walter Church Service Stations,  
4176 Pacific Highway (near  
Marine Base),  
915 Market,  
734 University.

A. T. Davidson Furniture Co.,  
769 Sixth Avenue.

Friendly Arts,  
2913 University Ave.

Holcomb's Department Store,  
1071 University Avenue.



## A MODEL TRAIN—By David Halsey

COLLECT old phonograph gears, paper clips, parts of old apple boxes, pieces of wire, bits of scrap metal and other odd flotsam and jetsam; and you have merely a pile of junk. Yet Chet Holcomb, gathering his material from the same sort of a junk-pile, succeeded in making the model train shown above after three months of patient labor and ingenious manipulation of his "junk."

Mr. Holcomb of our Wing Department has been making these true scale miniature locomotives and cars for two years using his garage for his workshop and a lathe and drill press as his basic tools.

Chet takes pride in the fact that parts for his trains are almost all home-made. The wheels for the train he either turns on his lathe or casts with a device made from old vacuum cleaner parts. The frame of the locomotive is cast from copper. There are 110 feet of steel track in the system including numerous automatic switches energized by induction coils.

The track completely circles the garage on a wooden platform waist

high. A cleverly built lifting truss bridge for a section of track enables one to walk through the door when the bridge is in the open position. Ties for the track are cut from apple-box wood.

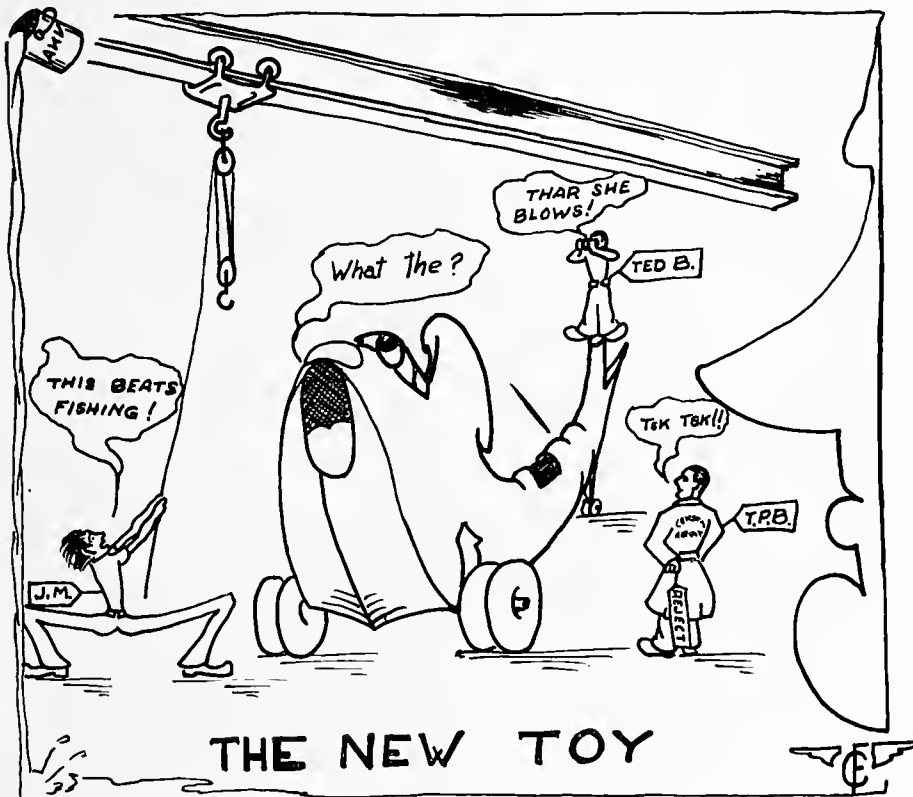
The motive power for the engine is provided by a reversible electric motor concealed in the firebox. Phonograph gears transmit the power to the wheels.

An example of Mr. Holcomb's ingenuity are the rivets simulated on the wooden cars. They are made by running a clock wheel over the wood, each imprint of the cogs making a mark that looks like a rivet.

The scale used in building the train is  $\frac{1}{4}$  in. to 1 ft. Plans used for the building are taken from modern science magazines.

In his plans for the future Chet confides that he wants to start a club for those interested in building model railways.

Men in the plant who are interested, should confer with Chet to the end that this interesting and instructive hobby may be further developed.



SAY YOU SAW IT IN THE CONSOLIDATOR

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### RANCHO DE LA PAZ LAKESIDE, CALIF.

Open Sundays and every week day.

## Seventeenth Grand Annual Ball

### SAN DIEGO POLICE RELIEF ASSOCIATION

Mission Beach Ballroom  
Mission Beach, Calif.

Saturday, Feb. 20  
at 8 o'Clock P.M.

Admission \$1.00 couple. Extra lady 50c

# . . HAWAIIAN FLIGHT

THE following report of the flight of 12 CONSOLIDATED PBY-1 Airboats was received from Bill Wheatley and Al Koster, both of whom accompanied Squadron VP-6 from San Diego to Pearl Harbor. Photographs of the Flight are shown elsewhere in this issue.

All 12 PBY-1 airboats arrived at Pearl Harbor, T. H., early this morning. Commander McDade wore a broad smile and a heavy growth of whiskers, and although very tired, showed unmistakable signs of happiness that all the planes had come through OK.

There was very little wind at San Diego and several planes took off or attempted to take off towards the northwest which was very difficult. The remaining planes took off towards the southeast without trouble. About an hour was used (in climbing to 10,000 feet and then in getting into formation) for the newsreel movie photographers, (aboard the XPBY-1). Finally all planes were in formation and not until then did we pass over the strand on our westerly course. The visibility was excellent. From over a hundred miles at sea one could look back and clearly make out Mt. San Jacinto and other snow-capped peaks above the clouds. High mountains probably 250 miles distant could clearly be seen.

For the first three or four hours we bucked a forty-knot headwind, but then found that at 8,000 feet the wind was much less, although still unfavorable. The plane I was in (6P4, Lieutenant Harvey) was very steady and the controls were not used, it being necessary only to make the very slightest adjustment of the Sperry Gyro Pilot for direction to take care of precession every ten minutes or so. Occasionally Lt. Harvey would take a drift sight or he would shoot the sun. I marvelled at the celerity and confidence he displayed in computing our position or drift after making an observation. Neither Lt. Harvey or Miller, the radioman, left their posts for the entire flight, and others took turns on duty or on one of the three bunks.

One of the mechanics acted as mess boy and even prepared a menu stating the choice of soup, fruit, sandwiches, bacon and eggs, coffee, tomato juice, etc., which could be had. Coffee and bacon were cooked on the electric hot-plate. All hands were fitted out in fur boots and fur flying suit, but we

all suffered keenly from the cold. It was about 3° C. most of the entire trip both inside and outside of the plane. Even when lying on a bunk wrapped in blankets, still wearing the suits we were so cold that our teeth chattered and our knees shook. About half-way across we crossed a wind shift line and had a slight tail wind for awhile. When it got dark it got colder, and it was pitch black for a couple of hours until the moon came up. It was beautiful above the clouds in the moonlight. We passed over or close to all the Navy surface vessels which had been spotted on our route.

Close check on our position was kept constantly. Lt. Harvey worked with such sureness and precision on his charts and celestial navigation computations that no one had any doubt at any time that we knew where we were. Radio bearings were taken on the surface craft and also on stations at Los Angeles and Tijuana. About three hundred miles from the islands we flew through some clouds and this was the only time that the rough air was experienced.

About an hour before reaching Pearl Harbor all planes reduced their power and got into closer formation. Honolulu was a pretty sight at night with all its lights. So was Pearl Harbor and the Naval Air Station. After passing over the Air Station, much circling was done before 6P1 with Commander McDade landed, then the next plane did not land until he beached, and so on. 6P5 with Al Koster (Lieutenant Young's plane) was the last to land; it did not land for nearly two hours after it had passed over the Air Station.

After all planes were in the hangars every one went home and there will be no activity until Monday. The wives and children of some of the men were waiting to greet them. Leies were placed about their necks and there was other necking. It was fairly light when 6P5 landed.

My impressions of the flight are:

That the U. S. Navy personnel of VP6-F did a very commendable job of ferrying the PBY-1s to Pearl Harbor—that they knew their business, and when it comes to navigation, I doubt if anyone knows how any better than do Uncle Sam's Naval Officers. That CONSOLIDATED builds a mighty fine airboat—in my mind the best in the world—that all who had

a part in its building deserve lots of credit. That in order to be practical for long overwater flights an airplane should be at least as large as the PBY-1 so that the pilot, navigator, radioman, flight engineer can work in comfort, and so that the relief crew can rest in comfort while not on duty. (As the range increases to even longer than the stretch taken on this hop, comfort while off duty is important.)

The Sperry Pilot holds the plane so much steadier than the human pilot can, that navigation is better and blind flight is safer. The human pilot can remain on duty longer without undue fatigue. This unit is essential, and should be absolutely dependable. That even between San Diego (Heaven on earth) and Pearl Harbor (Heaven on the Pacific) it is too damn cold at 10,000 feet so that a heating system should be given serious and favorable consideration. (A little hell might be warmer.)

Checked in at Pan-American today and found that the eastbound Clipper, off schedule, left yesterday, made the flight in 17 hours, using the winds which hindered us. The next Clipper leaves (or is scheduled to leave) on February 6th, so this letter is being written in haste to catch a steamer leaving here early tomorrow morning. My return on March 1st may be considerably off schedule and Pan American have three planes down on account of weather and mechanical troubles. Will prepare daily reports starting Monday, mailing them as steamers or Clippers are about to leave.

Regards to all,

A. W. Koster,

Wm. B. Wheatley.

Lower: A few of the PBYs awaiting the flight to Pearl Harbor.

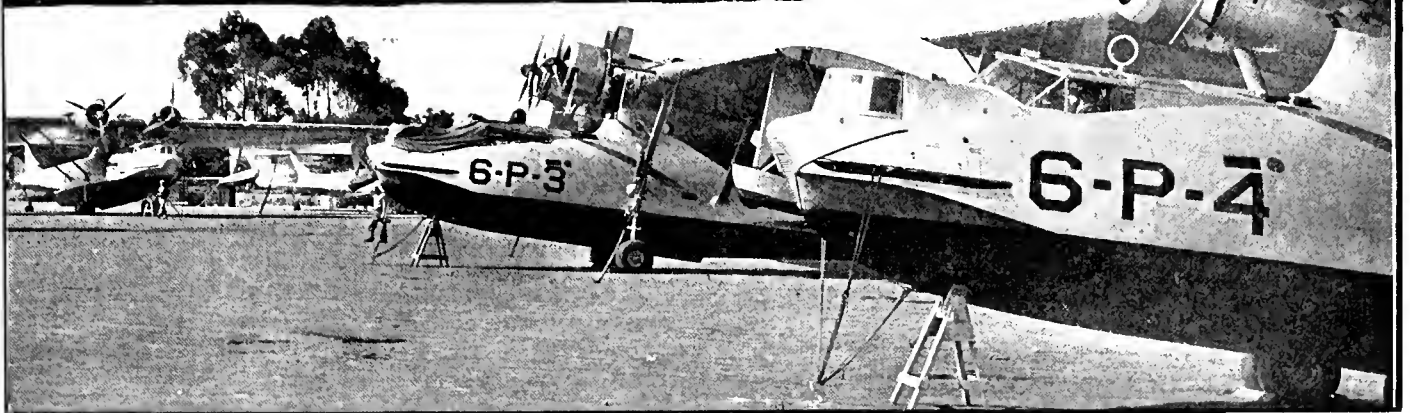
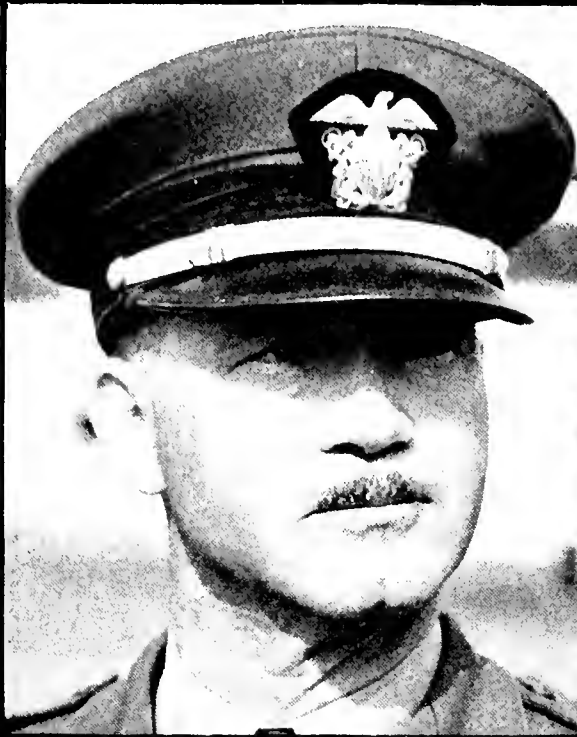
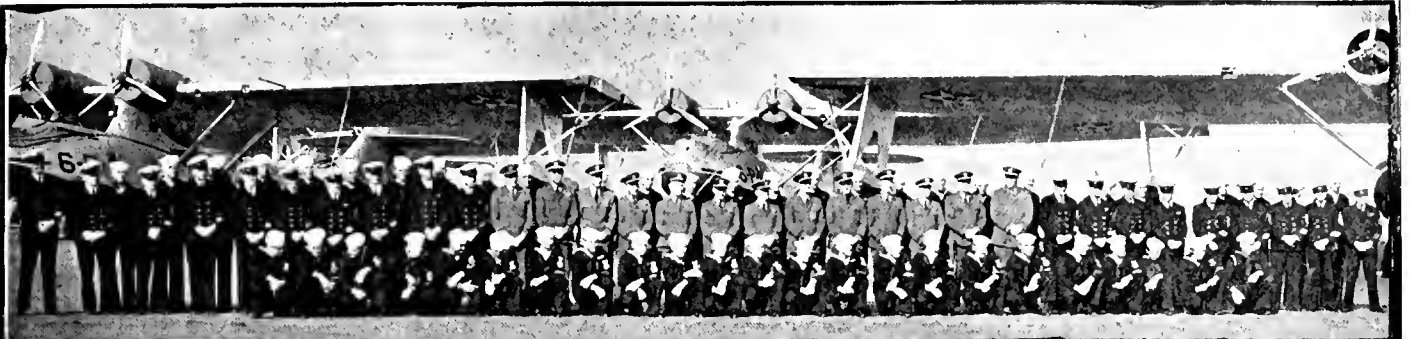
Upper: Officers and crew of Squadron VP-6 who flew 12 CONSOLIDATED PBY-1 Patrol Airboats from San Diego, California, to Pearl Harbor, T. H., on January 28, 1937.

Left: William B. Wheatley, Chief Test Pilot for CONSOLIDATED who took part in the flight.

Center: Lt. Commander William M. McDade, Commander of Squadron VP-6.

Right: Albert Koster, CONSOLIDATED Service Representative who accompanied the flight.

# San Diego—Jan. 28—Pearl Harbor



SAY YOU SAW IT IN THE CONSOLIDATOR

# ... Cutting Tools

THERE is no other single item used in manufacturing that has as much influence on production costs as cutting tools. Every operation in a manufacturing plant is dependent either directly or indirectly on a cutting tool. Drills, taps, dies, milling cutters, and reamers are used by machine tools to produce a finished product and it is also necessary to use these same tools to produce blanking and forming dies, jigs, fixtures, and all other manufacturing equipment including the machine tools on which they are used.

At the dedication of Solomon's Temple when the King's throne was unveiled, it was found that the blacksmith had taken the seat of honor at the King's right hand. The guards rushed forth to cut him down, but the King said: "Hold, let him speak." The smithy then said: "Oh, King, how could this temple have been built without the tools that I furnished for the workmen?" The King replied: "The seat is his by right—all honor to the toolmaker." The machine age has increased the importance of the toolmaker.

There is no other phase of manufacturing endeavor that will be as productive as the careful selection of the proper cutting tools and their intelligent use and maintenance. Costs will be reduced and a better product will be the result.

Much progress has been made by cutting tool manufacturers in better design, better material, and better heat treatment. Tools are harder and a wider selection of standard tools is available to meet every manufacturing need.

The quality of a drill or any cutting tool is dependent primarily on the selection of the material from which it is made. It is most important that only the best material be used.

A carefully manufactured drill that has been correctly hardened and sharpened will drill holes close to size. Drills should not be allowed to become too dull before resharpening. The method and equipment used for regrinding should duplicate as nearly as possible the original angles and clearance back of the cutting edges. It is not practical to resharpen drills by hand.

The regrinding of drills has been given much consideration by manufacturers that use them in large quantities.

Exhaustive tests have been made and carried to the point where it is no longer a question as to the advisability of machine grinding drills. The grinder operators should be carefully trained and properly instructed. To obtain the best results, the correct angles should be maintained. Care in selecting a suitable grinding wheel is essential. A generous flow of coolant is desirable in this operation.

Drills are manufactured with an increase in the thickness of the web toward the shank. When the drill has been reground a number of times, the web grows thicker and should be thinned. This is a delicate operation and it should be placed in the hands of a trained operator who has been provided with a proper equipment.

The taper shanks should be kept free from bumps. A drill shank that has been badly scored or battered will cause some permanent injury to the spindle of a drill press or other equipment in which it is used.

The history of the screw thread dates back to about 256 B. C. Its discovery is credited to Achmedes, a native of a Greek colony of Syracuse in Sicily. The first screw cutting device was made in France by Benson in 1569. Two machines for cutting wood screws were made in America; one, hand operated in 1836, and an automatic machine in 1848. The extensive use of screws began with the perfecting of the tap. First the V thread, which has become obsolete and has been replaced by the national coarse standard and the national fine standard.

Taps should be selected with due consideration for the work they are to do. An attempt to use the wrong type of relief will lead to undesirable results. There are three well-known methods of relief for taps: Namely, cut-back, eccentric, and con-eccentric.

*Cut-back Relief* is also called parallel or taper relief which is obtained by reducing the size of the tap from the plug and gradually tapering toward the shank from .005 to .001 per inch according to the size of the tap. When inspecting for size, these taps should be measured at the first full thread back of the plugging.

*Eccentric Relief* is a form of radial or what may be called backing-off relief where the relief is carried to the cutting edge of the thread.

*Con-eccentric Relief* is the same as eccentric relief except as the term im-

plies, it provides a land by not relieving to the cutting edge of the thread.

These three methods of relief are commonly used but the application depends upon the style of tap and features to be controlled. General practice among prominent makers for regular taps made for a general line of work is as follows:

Cut-back Relief is used on all sizes or straight taps in sizes to  $13/32$ " that back out of the hole in operation. In sizes larger than  $13/32$ ", the con-eccentric style of relief is used because it has been determined that cut-back relief is not adequate for taps in these larger sizes.

Where precision ground taps are used and size of hole is gauged by close tolerance, go and no-go gauges, cut-back relief is used in most all cases to  $11/16$ " inclusive on account of maintaining size. It is decidedly more difficult to control the size of the tapped hole if eccentric and con-eccentric reliefs are used. This trouble is magnified also in the amount of relief applied. In sizes  $3/4$ " and larger a slight eccentric relief is used.

Eccentric Relief is used on taps having a certain amount of taper to the foot-like pipe taps. On account of these taper threads, a great amount of relief is necessary. Because this type of relief is carried to the extreme cut-



NOTE:—The above article is an extract of the lecture given by Mr. Wise to CONSOLIDATED employees on February 4, 1937, at the Broadway Pier Auditorium. Mr. Wise is associated with the Union Twist Drill Co. in the capacity of Consulting Engineer.—ED.



## By ROY T. WISE Consulting Engineer

ting edge, it makes the taps free cutting. Size is not so important because that can be governed by the taper feature.

Con-eccentric Relief is used for straight taps that do not back out of the hole. This relief is under better control for size than eccentric relief because it provides a land to the cutting edge which steadies the tap in operation and prevents chatter. They would not work as well as cutback relief if they were required to back out of the hole.

In general: The various forms of relief as described, constitute standard practice for regular catalog taps that must be used on a variety of work for general purposes.

There are instances where either type of relief might be a flat failure. For instance, if we had tapping to do in copper, we would use eccentric relief in sizes 1/4" and larger for straight threads, and no other form of relief would work nearly as well. For tapping in stainless steel, we would recommend eccentric relief because free cutting taps must be had to do the work regardless of size, control, or wear of the tap. In tapping cast iron or any material where the chips break off readily, a cut-back relief would work better than con-eccentric where the taps back out of the work. There

would be no chance of the chips packing behind the relieved threads causing friction.

Taps should have special consideration when not in use. If they are stored so that the cutting edge of one tap is exposed to the cutting edge of another, the edges will be nicked and they will not cut a true thread form. Great care should be taken to keep them sharp. Proper grinding equipment should be provided for a carefully trained operator.

The use of reamers and their care is not very different from that of other cutting tools. They are divided into different classes and require special care in storing them while not in use. Methods of grinding to obtain best results are quickly learned by a good operator.

The selection of the type of form tools is influenced by the quantity of parts to be machined. The holders and their interchangeability for different machines are also factors. These tools fall into three different classes—circular, flat, and dove-tailed type.

The oldest known cutter was made in 1782 and is now located in a museum in New York City. There has probably been more progress made in the past ten years in material for cutters, heat treatment and design than in all the years from 1782 to 1927. It would therefore seem advisable to give serious thought to the possibilities of new developments when selecting cutters.

The proper grinding of cutters is very important and great care should be exercised to insure that this operation is correctly done. They should be sharpened frequently when in constant use. It is only by using an accurately made cutter with a keen edge that best results can be obtained—both as to quantity and the quality of work.

Operators responsible for the care of cutters should have the proper grinding and gauging equipment.

Clearance angle on cutters should be given careful consideration. Primary clearance angle should give the cutting edge maximum support, and when the land becomes too wide a secondary angle should be ground. There are so many conditions that affect the operation of a cutter such as: Condition of machine on which it is used, kind of material, feeds, speeds—that it is not practical to predetermine the clearance angle for all

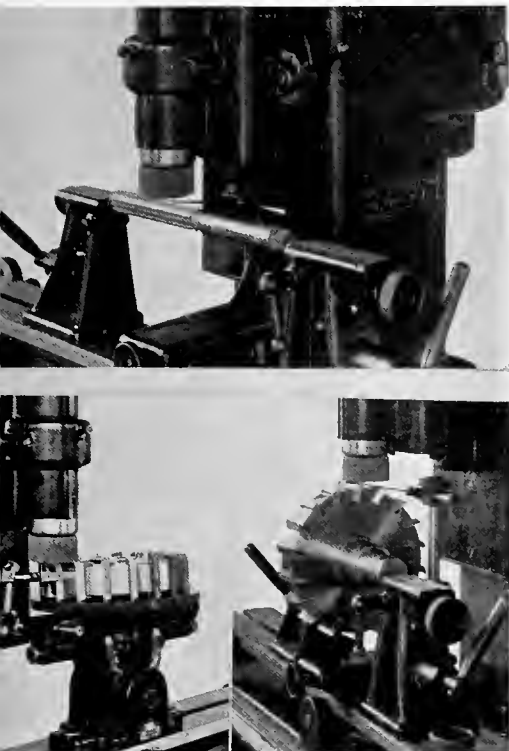
cutters or operations. The angles can be established by experience and should be recorded so that they can be repeated in subsequent regrindings.

If cutters are closely observed, the point where sharpening is desirable can soon be determined. It has been found to be good practice to establish a length of time or a number of pieces, which a cutter can be safely operated before sharpening. Then at this point the cutter should be reground without giving any further consideration to its condition.

No machine tool can produce any more than the cutting tool it uses. If the milling cutter used on a milling machine arbor is cutting with only half of the teeth, the milling machine will do less than half as much milling as it would do if all the teeth in the cutter were engaging in the work. The teeth that are doing the cutting will become dull and when the cutter is reground the sharp teeth or the ones that were not cutting, will have to be ground too. This means that the normal life of the cutter will be materially reduced.

To cite a case in point: A milling cutter was being used to mill a large steel casting. The cutter had fourteen teeth but because the arbor did not run true, only four teeth engaged the work. The speed of the cutter was correct and the machine, a large Lucas boring mill, had a wide range of feeds to select from but the operator was able to feed only twenty thousands per revolution of the cutter, or five thousands per tooth. When the arbor was corrected so that all the teeth in the cutter were carrying their proportion of the load, the feed rate per tooth was increased to seven thousands per tooth or 14 times 7 thousands, which is 98 thousands per revolution. This expensive equipment and its operator were able to earn almost five times as much with about the same work effort during the cutting time of the machine and the quality of the finish was greatly improved.

Cutting tools are a fundamental part of all manufacturing operations. The intelligent, careful selection of these tools and providing the proper equipment to keep them sharp and due consideration for their use and care when out of service will more than justify the required effort.



# .. What Price Flight Training

WHAT opportunity has a man to learn to fly to-day?

What safeguards has he in learning?

What does he get out of it, and,

What does it cost him?

These are questions foremost in every prospective flyer's mind today when he considers flight training.

And rightly so.

First, he is concerned with his personal safety. For, while flying is and always will be a matter to be treated with respect, what hazards do exist can be so reduced by proper safeguards that they become small enough to be readily undertaken. Conversely, they can be enhanced by the lack of these same safeguards to a point of acute danger.

Having assured himself of his personal safety, the prospective student finds a number of methods available.

First, there are the established schools. Good ones.

There are private arrangements possible for individual instruction, such as a privately rented ship and hired instructor.

There was a time when the schools were of doubtful quality and dependability—but that time has passed. Today, it is I believe safe to say, that there is not a school of this type in the USA that is not wholly dependable and responsible. The various courses are complete and adequate, within their allotted fields, and they unquestionably provide good training.

Should the student feel that he can make better progress with the individualized instruction possible with a privately rented ship and hired instructor, such services are available at nearly every field in the country. But only the individual's good judgment in the choice of equipment and instructor safeguards him here. And this offers a considerable obstacle in one way—for the student is rarely competent to judge all the conditions required to safeguard him and his investment. If his choice be good, he can and may make splendid progress—if his pocketbook will stand it. For this is probably the most expensive possible way of learning to fly.

Ship rentals average about \$6.00 per hour. Similarly, instruction will be another \$6.00. These figures vary, but represent a fair average. Then, estimating 10 hours instruction at \$12.00 an hour plus 50 hours at \$6.00 per hour for time to make the required 50 hours for private license, and you have a total license require-

## Training

By Hi Willard

Publicity Director Mesa Flying Club, Inc.

ment cost of \$420.00. And if the student wants more time—and who doesn't—he still must pay the ship rental charge above estimated. Say, 100 hours—\$600.00.

The average man on a salary simply can't afford anything like this cost.

As to the schools, the prices charged for the different courses vary so that no attempt will be made to set a figure, but probably such costs will run four hundred dollars for private pilot training. Or more.

Then here too, is the question of additional time expense. Schools have ships available for their students at rentals approximately as stated. And there again, the student faces 100 hours—\$600.00. And 100 hours isn't a lot of time these days.

As to the hazards—the student may dismiss any doubt he has that every possible thing that can safeguard him in his training period and thereafter has and will be done. And it is not his responsibility.

Then—There is the Club system.

Nearly every man who has had anything to do with flying has heard

of clubs and sort of grins when one is mentioned. In many cases the grinner has no first-hand information of them, but has heard about the misfortune some club had. And this may have been a very poor second-hand hearsay at that. Too, there have been some clubs that were not successful; and these are not confined to flying clubs, either.

But the idea of co-operative training is sound.

In practice it depends upon one essential: cooperation.

Industry is successful because it requires cooperation. Everyone does his job, or gets out. There it is demanded: in the Club it must be voluntary because there are few ways to successfully demand it. It must be freely given, and every participant must assume a clearly defined obligation with every intention of discharging it.

When clubs have proven failures—and we'll admit they have—their failure can be traced to this factor, or rather its lack.

The Mesa Flying Club is successful. Its first year of existence has written a record of real accomplishment. Men have soloed with an average of five hours instruction; 2000 hours of student ship operation have been flown with only one minor accident, and without a single injury to any one.

The Club was undertaken by a group of newly arrived CONSOLIDATED AIRCRAFT employees and a few local sportsmen. Before anything else was done this group got together and very seriously considered the requirements for a successful club; drew conclusions regarding the necessary functions of general membership:



H. D. Naseef, Instructions and Operations Mgr.; J. Hopkins, Vice-President; T. Butterfield, Secretary; A. Griffith, President; J. Baker, Treasurer.

the instructor, and the method of operation.

This responsibility of each member to the whole was discussed and clarified and mutual obligations considered. And out of this was born a constitution. By-laws and a system of checks and balances were formulated and adopted to preserve the fundamental principles that were felt necessary to the Club's welfare. That these were sound there can be no doubt, in the light of the last year's operations.

Then, a budget was adopted to cover the cost of a trainer and its operation. Committees were appointed to make the necessary arrangements and finally a Taylor "Cub" was selected and purchased. H. D. Naseef was chosen as instructor and operations manager and instruction began.

As to cost:

The original membership was limited to 20. This was felt to be the greatest number that could secure time on one ship. The twenty memberships were priced to cover the cost of the ship, app. \$1400.00. Of this amount, about \$480.00 was paid down on the ship with money obtained from down payments on the memberships. The balance for ship purchase of some \$76.00 per month was met by payments on the memberships over a like period of time, amounting to about \$3.60 per month per member.

Dues of \$1.00 per month were collected to cover hangar rent and incidental expense. These dues are still the same. No raise is in prospect.

Investigation indicated that the "Cub" would operate for a gas and oil cost of about 50 cents per hour. So that there might be funds available for replacements, this was doubled and a charge of \$1.00 per hour made to the student for ship operation. This charge, too, has proven adequate.

Mr. Naseef, as instructor makes a direct charge to each student of \$3.00 per hour for his services. So here we have the student soloing, on the average, after five hours with a total cost to him of \$20.00.

How's that!

I know—he has spent more than \$20.00. As a matter of fact he has spent \$90.00. But this is about only a third of the expense of the other systems mentioned. And in addition the member is the owner of an equity in the club assets. The ship belongs to the Club. It's the members' property. They own it.

And now the student is ready to build up time and secure advanced instruction. This still costs him the old price—\$1.00 per hour. Quite a difference in one dollar and six for time.

As the Club grew, it was deemed

wise to change the form of organization. After thorough investigation, incorporation proceedings were undertaken under California laws and are now complete. The Club is now known, officially, as the "Mesa Flying Club, Inc."

As operations grew in scope, it became evident that more equipment was needed if the members were to go on and secure advanced instruction. The "Cub" is a primary trainer, and while it serves this purpose admirably, training is essential in a faster, more powerful ship if the student is to become a real flyer.

In this regard the field was canvassed for a ship for intermediate training service.

Again a budget was set and the sale of another 20 memberships decided upon. As before, these memberships represent the cost of the additional equipment \$2000.00. Memberships were priced at \$100.00, \$30.00 down and the balance at \$6.00 per month until paid. Here again all payments are interlocking. Membership payments go for equipment payments. Under this plan every member has an equal interest in the assets of the Club, new equipment as well as old.

Future expansion is provided for and as seems necessary another 20 memberships will be created. And perhaps another, for memberships may be transferred, or sold.

Operation charges will, of course, be higher for a faster, heavier ship, but the ship being most favorably considered will operate at a charge to the student of not more than \$2.00 per hour. This is still considerably less than \$6.00.

There is one more factor in the Club's success, that should be mentioned. This is the whole-hearted manner in which the officers have carried on. They received no more than the least of the membership, but they did do and are doing a tremendous lot of work.

As a summary:

Seventeen students have soloed;  
2,000 hours of student operational time have been flown;

One minor accident;

Not a single injury to anyone.

The estimated charges have proven adequate.

The ship is in excellent condition.

And members are building time at  $\frac{1}{4}$  the cost it can be obtained anywhere else.

The Club's motto is:

—SAFE—SANE—SURE—

A limited number of memberships are still available in the second twenty recently created.

Who wants them?

## Attention, Ladies!

ARE you interested in Aviation? Would you like to learn more about this modern subject? If so, we'd like to have you become a member of the newly-organized San Diego unit of the Women's National Aeronautical Association. All women interested in flying are cordially invited to join this group and we'd especially like to have as many CONSOLIDATED women as possible in our ranks. In order to become one of us it isn't necessary that you be a flyer—you may never have been up in a plane—the only requisite is that you have an interest in aviation.

The officers of the club, as elected at the last meeting are:

President Mrs. Arnet W. Speer

Vice-Pres. Miss Ethel Stout

Secretary Mrs. George Benter

Treasurer, Mrs. Cynthia Crittenden

Regular meetings are held on the last Friday of each month. We'd like to have you at our next meeting.

Time: February 26, 1:30 P.M.

Place: San Diego Club (3d floor)

1250 Sixth Ave.

The Entertainment Committee has planned several interesting as well as educational features for this meeting. So, come one, come all!

For further particulars, please call any one of the following numbers.

P. B. 638 H. 2332-J

R. 5610 H. 6426-M

Virginia M. Naseef.

Glenn Hotchkiss, the old fox, has solved his problem of keeping skins from showing "wrinkles" by lining up a taxidermist to "mount" the tricky hull coverings.

## Luck!

Something in it if you do your part. Oh, yes, we believe in luck. Every man who holds a big job gets there through luck. All he has to do is to cultivate a pleasing personality; make himself well liked by others; sow seeds of kindness and good cheer wherever he goes; performing his work better than the "unlucky" man does; rendering the most and best service possible, regardless of the salary he is getting. Luck does the rest.—Selected.



The San Diego Tribune, in conjunction with the Sunshine Alleys, is again sponsoring their annual Head Pin Tournament.

An added feature this year is the special division that has been set up for CONSOLIDATED pinsmiths.

A beautiful silver trophy will be given to the CONSOLIDATOR turning in the highest total pin score.

Competition has been very keen among the local pin knockers and some very commendable scores have been chalked up.

At the present time, "Joggle" McKune is leading the pack with a 346. R. Swartz is a close second with a 343 total, followed by Carl Heim with a 340, "Spike" Szaras with 327 and "Penny" Pennick with 321.

The competition is not limited to members of the bowling leagues of CONSOLIDATED and any employee is welcome to enter at any time.

## Hoot! Hoot!!

We all know that the boys on the night shift are a long way behind the times, but we didn't think it extended back into the days of the Knights of the Round Table.

The following is a challenge issued by the Owls Bowling Team:

Hear Ye! Hear Ye! Let it be known to all and sundry that the Owls do hereby challenge Harry Miller, that mighty warrior and Knight Champion of Ye Hawks Bowling Team, to a battle of balls and skill with our dark horse from ye dark hours. All ye who labor in the dark hours of ye night be present and bring thy shekels and coppers to wager on our star on ye first Saturday designated by Ye Hawks as fitting for said event.

This match is sponsored by Ye Mystic Knights of Ye Owls and Ye Privy Council of the Aloha Bar. T.J. B.C.

Signed by Ye Privy Council:  
Lord High Executioner Sir Richard Emrick

Lord Tender of the Tap and Keeper of the Bath Sir Leo Klingenmeier, B.V.D.

Ye Knight of Ye Scarlet Wig, Keeper of the Royal Hand Saw, Custodian

of Ye Sheer Press and Lord Keeper of Ye Royal Bridal Chamber, Sir Red Kimball.

Countersigned by:  
Ye Royal Scribe and Keeper of Ye Palace Cuspudors, Sir George Dew.

Well, well, well! Will miracles never cease! Duffy, bowling captain, tank department, went to town Tuesday and made his first 500. Nice going, Duffy, old sock!

W. C. Graff.

## Varsity Basketball

The CONSOLIDATED team, having been hard hit by overtime work, causing a lack of practice, has dropped two close decisions and triumphed on a third occasion. The team has been improving with every start and from now on the opposition had better be on its toes. The men on the team are not offering excuses but are digging in and practicing with a vengeance. John Kunhle, guard, and Ross Paddock, lanky center, have been outstanding in games played to date. The men of CONSOLIDATED could and should support *their* team. Games are played at the San Diego High School Gymnasium.

Tod Carter.

## Interdepartmental Basketball

Interdepartmental basketball at CONSOLIDATED is no longer a dream but a reality. By the time the CONSOLIDATOR goes to print some fourteen or fifteen games will have been played.

There are twenty-one teams, fifteen day-shift teams and six on the night shift. The teams were organized by "Smiling Bill" Gilchrist and have had the able assistance and advice of Dave Bomberger, Men's Secretary, of the Y.M.C.A. The games are all to be played at the Y.M.C.A. at Eighth Ave. and C St., on Tuesday and Thursday nights. The game nights and times are to be posted on the various department time clock bulletin boards.

Inasmuch as there will be from three to four games a night, it will be necessary to get the time that your particular hero or heroes play. The Y.M.C.A. wants it to be known that all are welcome (including wives, children, friends and sweethearts). There is no charge. You may see one or all the games played in one evening for all evenings.

The following is a list of the hard-working but honest fellows known as managers:

Dye, Welding Dept.  
Bockeno, Wing Dept.  
Carter, Hull Dept.  
Ferguson, Cowling Dept.  
Berry, Tank Dept.  
Mann, Final Touchup.  
Tuite, Timekeepers.  
Fink, Maintenance.  
Woodhead, Tool Room.  
Hull, Material Stores.  
D. Miller, Machine Shop.  
McCleary, Planning.  
Fabbri, Final Assembly.  
Dick Miller, Cutting Dept.  
C. Farnsworth, Engineering.

Following is a list of players from three departments, others not being available:

### Tank Department

Tom Hart  
Bill Consoul  
Joe Love  
John Clark  
Martin Hatch  
Roland Allen  
Vern Armstrong  
Bill Berry

### Welders

Brookshire  
Dye  
Head  
Rogers  
Kyllingstad  
Smilanich  
Becker  
Shea  
Helling

### Hull Department

Bob Johnson  
Sam Shepard  
Bud Farnsworth  
Virgle Funk  
Beryle Garrett  
Ed Canada  
Bill Russell  
Paul Beard

Note: The Hull Department broke in their new jerseys by defeating a strong Escondido team in a pre-league game 28 to 13.

If the teams are as good as their departmental friends say they are, we can expect Grantland Rice to come down and scout for his All-American selections. Come one, come all and support your team—free fun for all.

Tod Carter.

We don't wish you hard luck, Berry, but hope your basketball team takes those Timekeepers into camp. The going may be tough and rough, but we're with you. "Long John" can outreach them but you, being a shorty, will have to reach out for them.

W. C. Graff.

# The "Wing"

From far and near come the players of the Wing Basketball Team in the race for the League Championship. In the few practice sessions they have had, they have formed a team they believe will be well up in the running. The squad includes:

G. A. Lindberg, California Polytechnic, San Luis Obispo.

C. Rigden, Kokuck A. C., St. Louis, Mo.

P. Doroshevich, Bulkeley H. S., New London, Conn.

O. M. Ladd, Hoover H. S.

J. Wills, Atlantic City H. S., New Jersey.

S. Canoy, Trojan A. C., St. Louis, Mo.

J. Owens, University of Idaho.

A. Bockeno, Central H. S., Syracuse, N. Y.

O. Couchman, Grossmont H. S., La Mesa.

H. Crank, Wheatland H. S., Wheatland, Mo.

A. J. Koenig, East Tech., Cleveland, Ohio.

E. Murphy, Loyola H. S., Baltimore, Md.

H. Wiley, Fleet Air Base, U. S.

From the enthusiasm being shown by the different department teams, you should see some real basketball games. A trip to the Y. M. C. A. on game nights will be well worth your time.

Mgr. Art Bockeno, 4389.

Production in the Bench Department hit a new low the other day after one of the more famous of the bench burglars bit into and consumed more than half of a Peanut Butter Special (½ peanut butter, ½ soap chips) especially prepared for his benefit.

No. 3094.



**A**S CONSOLIDATOR goes to press, arrangements are nearly complete for the first Gun Club Shoot. To be held Sunday, February 14, at the Police Practice Range, on Broadway Extension, the course should prove attractive to all pistol and small bore rifle enthusiasts.

The Club is intended to provide an opportunity for organized group shooting in pistol, small bore and high power rifle and shotgun groups. As yet, however, the majority of interest has been shown in pistol and small bore rifles, so these have been the first organized.

High power rifle and shot gun ranges are available and all that is necessary before regular shoots in such groups begin is that there be enough interest shown, that a program be laid out, and contestants assembled.

At present, all matches will be shot at the Police Range, which accommodates pistol and small bore rifles only. The range is open for practice daily at a small charge; targets are furnished. Bring your own ammunition.

Gun Club dues are \$6.00 a year, payable quarterly in advance, and an initiation fee of \$1.00. Club money will cover range fees, targets, group membership in the National Rifle Association (if granted), and other expenses incidental to the organized club matches.

Members will enjoy the privileges of group purchasing power, both in arms and ammunition, and the op-

portunity of shooting against what promises to be real competition.

The club will be what we make it. With your help it will be good. Address suggestions, application for membership, or other correspondence to the secretary.

Officers are:

President, Dudley Oatman, Experimental,

Vice-President, J. C. Palmer, Tool Shop, nites.

Executive Officer, C. M. Tangren, Met. Bch.

Secretary-Treasurer, G. J. Kendall, Timekeeper.

No. 619.

## A Man's a Man For a' That

The Clan Cameron, a local Scots coagulation congealed at the Elks Hall 1-23-37. The event was in honor of Robert Burns whose birthday comes in January.

Crowning the festivities was a violin solo by the renowned Bill Milton, accompanied by Jenny MacKeller.

They started bravely together but soon it appeared that something was amiss. Thinking it might be the violin, Bill called a halt, and proceeded to tune the fiddle. A second beginning resulted in more and better discords which Bill, in a lengthy speech, proved to be not the fault of the violin, scotch or musicians, but due entirely to misunderstanding.

Candid observers swear that Bill's speech was unexcelled.

(From the Records of 2994.)

## THE CONFIDENCE

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34 Ford Del. Sedan . . . \$425	35 Buick Sedan . . . \$695	34 Terraplane Sedan, radio \$445
36 Terraplane Coupe . . . \$665	33 Chevrolet Sedan . . . \$395	32 Auburn Cab. . . . \$295

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# MOUNTAIN NEWS



Upper Left: View from Cuyamaca Peak with the Lagunas 500 feet below, in background. Upper Right: Schellbach and Kern reach the top (note fire tower to left). Lower Left: Curtiss and Schellbach "dry out" on roof of shelter atop peak—Fire lookout

tower behind unique snow formation sticking to north wall. Lower Right: View of summit from top of fire lookout tower—note tons of snow on north sides of trees.

climbers struggled three miles up the east face on the same day but unfortunately left before our arrival. Proof of their success in reaching the summit was the many deep holes in the snow caused by their pedal extremities.

The following climbers were in the party: Bert Rowan and Peland, of Experimental, and Henry Rosey, F. Williamson, J. Williamson, J. Morrow, of Hull, also our good friend A. J. Blair who is always "on the spot"—Welding.

## Trouble Begins

The Cinderella Boys are all in jail with claim jumping charges placed against them.

The trouble all started when they listened too attentively to the tall stories Al "Ba Ba" Ballard told them about an abandoned mine near Ramona that he discovered while riding about there.

The man who owned the gravel pit was plenty peeved so the boys will have to be a little more careful in the future.

To add to their troubles, Hyacinth, their carryall burro, has been straying lately and anything might happen.



Above is pictured another group of CONSOLIDATOR "Goats" who insist on getting up at 4:00 a. m. and climbing mountains. Pictured from left to right are: Norm Verland, of Experimental; Bert Rowan, Jim Morell, Joe Williams and Frank Williamson of the Hull. "Spotty" Blair of the "Resistance" department led the boys up and down Cuyamaca Mountain, while Russ Kern was out "Lolalizing" and if he ever wants to climb another mountain he better make amends for "standing up" these boys for 2 1/2 hours last Sunday morning in the cold air out 30th and El Cajon. Oh, Russ, what they called you.

## NOTICE

### An Open Letter to Consolidated Folks

We wish to thank the many employees of the Consolidated Aircraft Corporation for their patronage during the past month, and regret exceedingly that we were unable to satisfy the many demands made upon us for certain models and types of reconditioned automobiles; however, we have effected many unusual trades recently and you will now find a complete, selective stock of the finest in reconditioned used transportation.

We thank you and invite your careful inspection of our new values

**A. C. MALETTE, Inc.**

Fifth at Beech University at Oregon  
Authorized Dealer of Ford Motor Co.

A SNOW climb up the south face of Cuyamaca peak (6,515 feet), the highest mountain in San Diego county, was made January thirty-first by "Sandy" Curtiss, (Hull), Carl Schellbach and "Russ" Kern, (Inspection).

The ascent of about seven miles to the peak, through snow knee-deep was well worth the effort, as the clear day afforded a splendid view of the snow-covered San Gabriel and San Bernardino ranges to the north and S. de la Encantada's 10,069-foot peak to the south in Baja California, Mexico. The islands San Clemente and Santa Catalina far out in the blue Pacific were also visible. Another worthwhile sight was the many tons of weird ice formations hanging to the northwest sides of the spruce and pine trees on the summit as shown in the photographs.

Seven other CONSOLIDATED

## LINDBERGH FIELD CAFE

ADMINISTRATION BUILDING  
LINDBERGH FIELD

*"The Home of Aviation"*

# Attention Musicians . .

**I** NTERESTED in music? Of course you are. Everyone who has ever played an instrument would like to play it again. All they need is a bit of encouragement.

And that's the reason for the CONSOLIDATED AIRCRAFT Band and Orchestra. The first meeting was held in the Conference Room on January 28th and the first rehearsal took place on the second floor of the Thearle Music Company, on Monday night, February 1st. Twenty pieces made a fine showing and the boys really enjoyed themselves. John Woodhead, No. 1512, has been elected temporary chairman, and John Curtis, No. 5033, Secretary.

Naturally, our new organization needs all the help it can get and the best possible help is to drag out that old instrument and come down and join the boys. Oh, I know! You haven't played for four or five years! You have sold your instrument and you don't think you can play well enough, anyhow. I've heard them all—except the one that you don't want to come.

I know you will be as surprised as I was at the good musicians working right around you—men with ten and fifteen years' experience in bands, orchestras and symphonies. Ask the man next to you if he plays a musical instrument and the chances are that you will find that he does play or has played in a band or orchestra, probably while he was in school and then in some professional organization. Get him to come out for rehearsal and turn his name in to Bill Gilchrist in the Employment Office or to John Curtis, No. 5033, in the Hull Department.

Lack of an instrument is no excuse. The Thearle Music Company is most generous in its co-operation. Mr. O. K. Hoffman says they will lend us instruments wherever needed until we get our organization well started. To those who wish to purchase instruments they will give liberal discounts, easy payments and free lessons.

At rehearsal C. H. Sproull, No. 7159 of the Final Assembly Department, who has had many years experience in playing and direction, was elected Temporary Director, so let's give him something to direct. *Join the Band.*

J. S. Curtis, No. 5033,  
Sec. of Band and Orchestra.

Those signed up so far:

*Trumpet*  
McAleer  
Calvert  
Woodhead  
Frendenthal  
Sproull  
Griffith  
Sutton  
Pasak  
Greenwood  
McCoy  
Schicht  
*Trombone*  
LeClare  
Bunnell  
Curtiss  
Harshbarger  
O'Neill

*Drums*  
Keehley  
Bailey  
Hogue  
Bearss  
Crawford  
Doenitz  
Edh  
Willoughby  
*Mandolin*  
Henderson  
*Sax*  
Geriminski  
Woods  
Martinez  
Bell  
Woerner  
Garfield

Wells  
Lilley  
Fichter  
King  
*Baritone*  
Sutton  
*Guitar*  
Robertson  
Calvert  
*Bass*  
Doenitz  
Griffith  
Sutton  
*Alto*  
Sutton  
*Violin*  
Kruger  
Ferguson  
Cornelius

Henderson  
Famme  
Plonczak  
Williams  
*Piano*  
Watson  
Beyer  
Ealy  
*Clarinet*  
Woerner  
Woods  
*Voice*  
Robertson  
Galvin  
*Banjo*  
Calvert  
*Direction*  
Bailey  
Crawford  
Sproull

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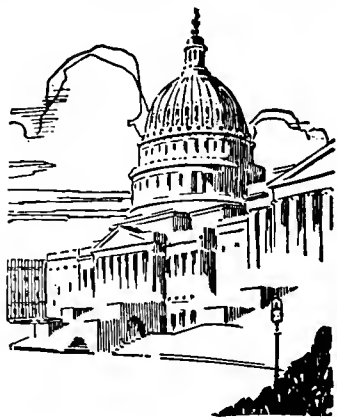
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SAY YOU SAW IT IN THE CONSOLIDATOR



## News From the Capital



WASHINGTON—by a new arrival. City all agog over the advent of world-famous notables.

NEWS is first-hand, not only through the press, but by one of the notables himself. No, it wasn't a group of suave diplomats, or stern-lipped foreign patriots, or eloquent home-grown politicians—or what have you. I will let the eye-witness speak for himself; to-wit, our own H. E. Weihmiller:

"Getting off the New York sleeper this morning, I heard the buzz of excited voices long before I had asked the porter to change my dime. As I stepped out on the platform, there were thousands of people—mostly young people—(and the girls were mighty good-looking, too)—standing in expectant awe and suppressed eagerness. As I alighted from the car, thunderous cheers burst from the mul-

titude. Flashlights snapped. Brawny policemen restrained the mob with difficulty as it surged toward me (many of the girls, I noticed, with outstretched arms).—What could it be? ?

I knew the record-breaking flight of the PBYS would scarcely produce such a large and restive crowd. And—besides, how did they know I was coming? That was the question. Well, I decided to give them a few well-chosen words, and just then I noticed a couple also alighting from the next car. The mob converged on them, not on me. I hastened to the station doors, where my wife awaited me. Previously planned explanations, conjured up on the spur of the moment, now were unnecessary. Then, and only then, did I realize the cause of it all. My wife told me. Robert Taylor and Jean Harlow had come to Washington to help celebrate the President's Birthday Ball."

A worthy enterprise for a worthy cause. "Let us dance so that thousands may walk." And well attended by myriads of Washingtonians, hundreds of thousands of other American citizens all over the United States.

Washington is truly a winter resort this year. Going past the White House the other day, noticed a sound foreign to mid-winter—the busy click of a lawnmower. The crocuses are coming out. So are the violets. They say the local Chamber of Commerce wants to plant a few palm trees around the Tidal Basin, import a few bathing beauties, thus making the Capital a winter resort which it is hoped (if the weather holds out) will eclipse Miami Beach and even our own Heaven-on-

Earth—San Diego. Yes the weather is "unusual"—and for once, on the right side of the ledger.

Looking over the District map, noted that our Golden State has a street named after it—no Avenue. Only two other States so slighted—Ohio and Washington. How come?

Your correspondent has received many congratulations on two outstanding CONSOLIDATED products—the PBYS in their history-making flight to Honolulu, and the CONSOLIDATOR every month in the year.

Guess I gotta go now.

ED.

## Flood Relief

THE chairman of the San Diego chapter of the American Red Cross has expressed the appreciation of the entire Red Cross Organization to the CONSOLIDATED personnel who so generously and entirely voluntarily contributed \$925.84 to the Red Cross Flood Relief Fund.

The wholehearted support behind this contribution is doubly significant in that the annual joint Red Cross and Community Chest Fund had been subscribed to over 100% just a few months ago and because several contributions have recently been taken up to aid fellow-employees who were in dire financial straits due to sickness or other unavoidable circumstances.

Although CONSOLIDATED'S policy limits the solicitation of charity funds to the joint American Red Cross and Community Chest Drive, men of the night shift requested deviation from this policy to allow aid to be given to the stricken and needy in the flooded East.

The CONSOLIDATOR is glad to extend this appreciation from the American Red Cross and proud that it is associated with men so sincere in their feelings toward their fellowmen.

## "Ten Men on a Horse"

"TEN MEN ON A HORSE"

The boys of the "Squirrel Cage" deciding they needed a little financial independence as well as Social Security, chipped in on one Irish Free State Sweepstakes Ticket No. LL 37596.

The race is to be run at Aintree, England, March 19th. The winner gets \$150,000.

If everything goes along ok these boys should be independent by the first of April, or something.

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By Dan Miller, Clerk

HELLO Everybody! Here we are again with drippings from hither and yon, gathered after much research and hard work from the four corners of the Machine Shop.

Congratulations are in order to Mr. and Mrs. Leonard Weber who are the proud parents of a six and three-quarter pound girl, born January 18. Leonard, milling machine operator is a mighty proud man to say the least.

Not to be outdone, Mr. and Mrs. Charles Spirz, announce the birth of a seven and one-half pound boy born, January 30. Charlie, grinder operator, is running neck and neck with Leonard Weber for being the proudest papa in the shop.

Tex Kraft, turret lathe operator on the third shift decreased the already thin ranks of bachelors in the shop by journeying to Yuma with Miss Edna Kettering and being duly hitched. Judging by the smile on Tex's face and the box of cigars he was giving out, he certainly must be happy. Here's wishing the newlyweds the best of luck!

Last month this column stated that our Bowling Team was headed for first place and since the first of January, they have come from fifth to second place. Next month they are going to take the lead. Capt. Harry Miller still leads the league with his high average.

The men of the machine shop were glad to be able to contribute toward the Flood Relief Fund, and contributed generously.

Our basketball team held its first practice during the past week and although we haven't as large a squad as some of the other departments, we hope to be near the top when the league is over.

*Oddities in the News*

To most of us a pink lady would probably mean a good mixed drink, but to Jesse Smith, turret lathe man on the second shift, it is just a star in the sky. Mr. Smith's hobby is stargazing and astronomy.

If anyone is in doubt about the strength of the San Francisco-Oakland Bay Bridge, he should ask R. B. (Pop) Felton, milling machine man all about it. Pop helped test all the steel used in the making of the bridge. This work was done at the University of California and was a very interesting study.

John Myers, mill operator, recently back to work after an appendix operation was treated so nicely by the nurses at the hospital, that he has been wishing he had another appendix that needs removing.

Mustaches in 1937! Yes, sir, that seems to be the trend. The only drawback seems to be that so far nothing has been discovered that will absolutely guarantee you to be able to grow a good crop on the upper lip.

Jerry Litell, night inspector, has

the transparent form of mustache and is still struggling to grow one to be proud of.

Kissel, turret lathe man, says he spends many hours each week grooming his mustache to look its best.

Elmer Buschbaum, night clerk, who has a crop envied by many, had this to say when questioned, quote: I just let it grow. Unquote.

P. Pierce, mill man has a mustache that very few can grow. He has been seen with the old-fashioned bartender style, long and drooping, but it interfered with his eating making it necessary for him to have it trimmed at a beauty parlor.

Spencer Smith, turret lathe man, said he could drink a large glass of beer in one minute. Harry La Bar, also on the turret lathes, claimed he could drink a glass of beer in less than a minute. So far nobody will believe them so they are still setting up their own beer.

Harold Poerschke, automatic screw machine operator, is out to reduce so, he is taking up golf. My operator, Q6320-3, playing right behind Harold at the Presidio Hills Golf Course, says that the turf flying from his club every time he took a stroke, made him think that Harold either was hired to excavate the course, or maybe was

(Continued on page 29)

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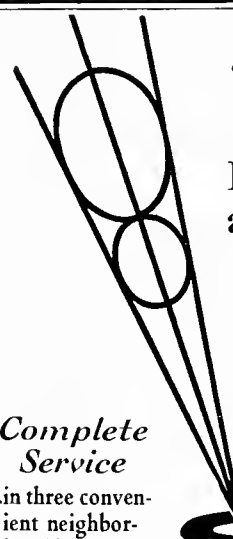
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See the  
**LINCOLN Zephyr**

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## Speaking of People and Things at C. A. C. . .

**D**URING the month of January, Mr. Gilchrist visited (355) three hundred and fifty-five absentees. Two hundred and sixteen (216) visited were suffering from Influenza.

Knock! Knock! Who's there? No answer! How would you like to do that approximately (30) thirty times? That's what Mr. Gilchrist did. Come on fellows, please hand in your change of address to your Departmental

Clerk, or bring it in to the Personnel Office. Just a suggestion!

Ladies! Ladies! Ladies! How many would like to have a Basket-Ball Team? See Mr. Gilchrist or Miss Thurston, Personnel Office.

Say, we have forty members listed for the Gun Club. Two members, mind you, are ladies! How about the rest of you gals enrolling? The fee is 25c per month.

Basket-Ball! Rah! Rah! Rah! Sixteen teams for the day shift and six

teams on the night shift. Games are to be played next week. Schedules will be placed on bulletin boards. Come on, give your whole-hearted support to your department. See these games!

Music! Music! Music! We shall have music wherever we go! A Loud time was had by all of twenty-one musicians! Practice was held in the Thearle Music Company Store, Monday, February 1st. Those interested in becoming a member of our Orchestra or Band, see Mr. Gilchrist. Practice for the Band will be held on Thursday of each week at 7:00 p. m. and for the Orchestra each Tuesday, promptly at 7:00 p. m. at the Thearle Music Company.

R. E. Thurston, 810.

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# Hiram Plowboy . .

**T**HE CONSOLIDATOR, ever on the lookout to lend a helping hand, has undertaken a new task.

Hiram Plowboy started to work for CONSOLIDATED this last week, and was heard greatly bemoaning the fact that it took the whole sum of 3c postage to send a letter back home to his sweetheart, Elmira. (He has not heard about air mail yet!) In order to prevent this extravagance, CONSOLIDATOR has agreed to publish Hiram's letter to Elmira each month.

Hiram is an overgrown country boy who is out to make his fortune in order that he and Elmira may set up housekeeping. By some queer turn of the wheel of Fate, he landed in San Diego. His first letter to Elmira follows:

Dear Elmira:

I reckon that you will be serprised to hear from your old beau. Well, here I am in California, the land of Eternal Sunshine, as they say on the billboards. Please send me my red flannels, as there is some onusual weather going on right now.

This here town of San Diego is sure one whopper of a burg. Was taking a walk this morning and went by the airpplane works and stopped in to see if they were looking for an extra hand who was good at mule-skinning, could draw a straight ferrer, and was good at any other honest labor. You know I allus had a hankering to herd an airpplane. When I asked to see the boss, the feller there was shore some serprized. What he tole me surprized me, too. It ain't fitten to rite.

He give me a paper to rite my name and a lot of stuff on, and when I got through with it (and you know how hard it is for me to rite), he asked me a lot of questions. He wuz purty nice. When he asked me if I was an American sitizen, I tole him I must be cuz I pay taxes, but I finally had to own up I was born in Hillsdale. He looked at me and I'm not very serten he wasn't laffing. These store-boughten clothes make me look like a city sliker, I guess.

Anyways, he tole me to come to work tomorrer morning at 7:30. When he said that, I asked him if I couldn't start to work with the rest of the boys, and he said that's when they all started to work. Imagine starting the chores for Unkle Zeb after

sunup! Wouldn't he tear the house down and throw it out the window?

By cracky, I'll make my mark in the big city yet. The only mark I've made so far in life is when I filed my initials on the jailhouse door the night of your Hallowe'en party. We had a good time after I got out, though, didn't we? I'll never fergit Deacon Jone's face when he found his wig on the courthouse steeple. We were shore rip-snorters in them days.

Shux, it's eight o'clock and time to go to bed. Remember me to your maw and let me know if the red hefer has calved yet. Your sweetheart Hiram.

## MACHINE SHOP DRIPPINGS

(Continued from page 27)

digging for a lost treasure. Watch out Harold, the city will be on your heels for not having an excavator's license.

If anyone sees a medium build, dark-haired individual wandering around the plant in a daze, don't be alarmed, my friends, it isn't the Big Bad Wolf, Frankenstein, etc., it is just Charlie Jones chasing bushings for our new Bushing Dept.

Well folks, that's all for this month. Thanks for your indulgence, and until next month, So-long.

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a month  
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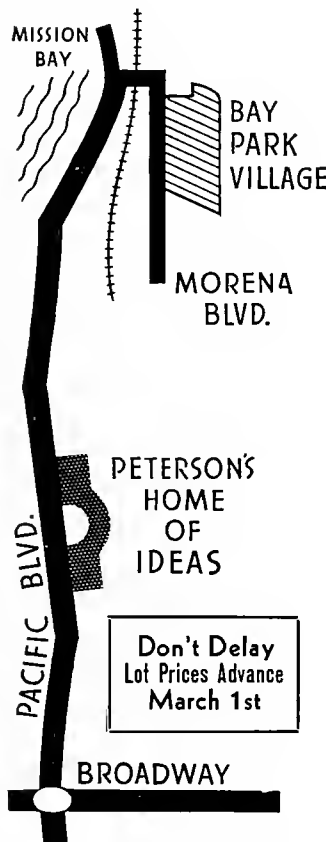
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Herbert Ezzard, Foreman Wing Department; Earl Warner, Electrical Department; George Irwin, Inspection Department; Mrs. Irwin; Dudley M. Steele, Aviation Mgr., Richfield Oil Co.

**T**HE Irvin Association of Aircraft Mechanics will hold their fourth monthly meeting at the El Cortez hotel, February 20, 1937. The dinner is to be at 7 P.M. in the banquet hall on the main floor.

There will be pictures shown, presented through the courtesy of the Sperry Gyroscope Co., manufacturer of the Sperry Pilot for automatic flying. There will also be entertainment furnished and a surprise speaker from Los Angeles.

At the past monthly meeting the speaker was Mr. Dudley Steele, manager of the Aviation branch Richfield Oil Co.

The coming meeting is to be open house inasmuch as there are to be a few guests invited who are not regular members.

The past meetings have been for the purpose of presenting prominent men in the Aviation industry to the members and getting first-hand advice as to the viewpoint of these men in regards to the future of aviation, and aviation of to-day.

Members of the association enjoy lectures by authorities on the various subjects in regard to aircraft manufacture, maintenance, and operation.

**Transfers . .**

Johnny "Tiger" Sloboda has been transferred from Bulkheads to Experimental Department — "Yea, Tiger."

Rudy Faltus is also doing duty in the Experimental Department, having been transferred from the Bench. Hope you like your new stamping ground, Rudy.

Leonard "Shifty" Kraft has been appointed to duty in the Machine Shop as Inspector on the second night shift.

Incidentally, "Shifty" has given up the trailer idea completely and has moved into house with running water, etc., etc.

**Boulder Dam Visitors**

Mr. and Mrs. Stanley Fleet and Mr. and Mrs. Bernard Gross visited Boulder Dam during the New Year's holiday. They seem to think that there are more than eight wonders in this world. Mr. Fleet, formerly of Pratt and Whitney, had a chance to test his new camera filter when he snapped about forty pictures which included the huge generators that are feeding light and power to Los Angeles. Mr. Gross, formerly a research worker from New York City, says that Boulder Lake would make a swell landing field for airboats. This new lake which is being formed on the upstream side of the dam will be well over one hundred miles long. Say, a PBY would make a swell carrier or patrol boat around that place!

Ed Horton.



FOUND—One medium-size glass eye. Owner may have same, without reward or strings of any sort attached, by applying at Shipping Room and proving that said glass eye matches good eye.  
Honest Frank Fields.

An old Scotch employer remonstrated when one of his employees asked for a raise on the ground that he worked too hard. "Why," protested the employer, "you have an easy time of it. You do not work at all. Look! There are 365 days in a year. Eight hours each day you sleep. That makes 122 days, leaving 243 days. Eight hours of every day you have all for yourself. That leaves 121 days. I give you an hour for lunch every day and that amounts to 15 days more, leaving 106. You do not work on Sundays—52 more days off, leaving 54. You get Saturday afternoon off—another 26 days, leaving 28. You have two weeks for vacation every summer and you take off about a week for sickness. Only 7 days a year to work—and New Year, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving Day, and Christmas are holidays. I should give you a raise? You owe me money!

A. C. Blume, 1030.

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# News of the Night

## X and X

**D**URING the recent cold spell, we beg your pardon we meant during the recent unusual weather, a certain stock-clerk earned the undying hatred of all the native sons on the night shift by performing his duties attired in a fur-lined aviator's suit with appropriate remarks about sunny California weather to all within earshot. Not mentioning names but you might see Frank O'Connor.

Congratulations are in order to George Tompkins on his recent promotion to Chief of Protection Department, filling the vacancy created by advancement of Jim Morris to Assistant Personnel Director. Art Bratz was promoted to Assistant Chief and is in charge at night. Line forms to the right for cigars, gentlemen.

A great deal of midnight oil has been burnt during the past few months by Mr. Maloney, Hank Fink, and the maintenance crew doing over-time on work which couldn't be done in the daytime. Cheer up, boys, when you get caught up with the work the company will build another addition.

The girls on the night shift in the Personnel office requested us to ask Bill Gilchrist a question. It seems that during the holiday season Bill remarked that he had a wee bit of Scotch in him and what the girls wanted to know is where that Scotch is located. How about it, Bill?

Taken from a bystander's version nothing funnier has ever occurred within the factory than the little incident he related to us. With permission of all we will again relate this story. It seems that a certain chap, desirous of playing a joke on a welder, picked up what he presumed to be the gas hose and proceeded to double it, expecting the flame to die out. Not getting the desired results he continued doubling the hose until he was very near blue in the face, but no action. Then, to his consternation, he discovered he was in the center of a very large group of smiling persons and one of the group then informed him that it was an electric cord he had in his hand. Ask Schaffer the sandblaster, about th's story if you are interested.

Commendation to the advertising department of CONSOLIDATED AIRCRAFT CORPORATION for their neat and attractive ad which graced the rear page of the last issue of CONSOLIDATOR. Believe it or

not, but rumor has it, that they paid for the space. Thanks, call again.

The boys have quit calling John Bender, night janitor, Eddie Cantor, since the arrival of a baby boy at his house. John was tied, prior to now, with Eddie, having five girls, but he says he is more than satisfied now to let Eddie have his fame alone. Congratulations, John, for your perseverance.

Every employee of this company can take great pride in the magnificent record-breaking flight the Navy made to Honolulu in twelve P.B.Y. 1's. The knowledge that they helped build these planes ought to be gratifying to everyone, for not only did the flight exemplify the training and ability of the U. S. Navy but it also proved the reliability and sturdiness of CONSOLIDATED planes. Hats off to the Navy and may their pilots fly many more of our ships in the future.

That's all, there ain't no more, see you next month.. X & X.

You know, of course, that engineers rank about the highest in intelligence tests. Anyway, you know it now.

Lifted by Hank Golem from "The Tool Engineer."

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but our everyday shelf prices!  
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*prices that can stand comparison!*

Please refer to the Telephone Book for  
your nearest Safeway or Pay'n Takit Store



## The Consolidator's Guiding Light > > > >

organ, the CONSOLIDATOR. Beginning with the first issue in September, it was an instantaneous success and its popularity has grown steadily with each succeeding issue, not only with CONSOLIDATED employees but with countless friends of the Company who have expressed their delight with it. We are all proud of it. It is OUR magazine. We all play a part in its development. By our contributions of news, humor, articles, or cartoons, we automatically become members of its editorial staff. However, like members of the crew of an airplane, we must have a pilot to direct our actions. In our case, we are fortunate in having the services of several men to guide us. This, the start of the new year 1937, seems an auspicious occasion to present one man who has had a large share in steering the good ship, CONSOLIDATOR, to the airport of success—Edgar N. Gott, Advisory Editor of the magazine.

Detroit, Michigan, claims him as a native son. He received his early education there and graduated from the University of Michigan in 1909 with a B. S. degree.

Ed's advent into Aviation was not premeditated—it "just happened." In 1915 he received his initial experience with it when he became one of the in-

corporators of the Boeing Aircraft Company. He acted as Vice-President and General Manager of this Company and later as President until 1926.

In 1926, he obtained the position of, in his own words, "a personal Man Friday" to Anthony H. G. Fokker of the Atlantic Aircraft Corporation of Hasbrook Heights, New Jersey, which was later taken over by General Motors. He stayed with Mr. Fokker for a year.

After leaving the Atlantic Company, and until 1932, Ed was President of the Keystone Aircraft Corporation of Bristol, Pennsylvania. When this Corporation, which was the chief source of supply of bombardment aircraft for the United States Aircorp, for a number of years, ceased operations in 1932 he decided to take a well-earned rest and try his hand at running his ranch at Palmdale, California, for awhile.

However, after his active life, even the strenuous work connected with a ranch became monotonous and Ed was glad to get back in the swing of things when CONSOLIDATED moved to San Diego. As Assistant to the President, he has proven himself to be a capable executive, respected and admired by his colleagues and well-liked by everyone with whom he has come in contact.

THE death knell of 1936 has been sounded and the decrepit, tired, Old Year has been relegated to the resting place of all By-Gone Years, nevermore to be resurrected save in memory's golden halls. Many interesting things have happened during the past year—some of them important, some of them unimportant; some of them sad and others amusing. We were all intrigued by Mussolini's Conquest of Ethiopia, the Presidential election, the war in Spain, King Edward's Abdication, the Toronto Stork Derby, and countless other events. To CONSOLIDATED employees, however, something happened which was more important than any of these—namely, the inauguration of our new house

## BAY CITY MARKET

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—at 6th Ave. and G St.

For Home Delivery **TOMORROW** call Franklin 3131 **TODAY**

We solicit 30-day accounts. Just see Mr. Hughes

# Your Income Tax and Mine

(Continued from page 1)

society; labor union dues; interest; professional journals; safety deposit box rental used primarily for safekeeping income producing securities; automobile licenses; Federal tax on theatre tickets; personal and real property taxes; losses such as are caused by fire, theft or storms; and uncompensated losses sustained by reason of damage to any automobile.

Many of the above items of income and deduction are subject to regulations or restrictions and there are also many other items of an extraordinary nature that may be considered. For this reason before finally submitting a tax return in which any item of an unusual nature is to be treated it will be well to refer to a good tax service or consult some person familiar with income tax procedure.

5. Before computing the amount of Normal Tax payable there are certain exemptions or credits which are permitted to be applied against Net Income. These are:

(a) Personal Exemption, (b) Earned Income Credit.

(a) A head of a family or husband and wife living together are entitled to a \$2,500.00 Personal Exemption. A husband and wife, filing separate returns may divide this exemption between them in any manner they choose.

Individuals are entitled to \$1,000.00 Personal Exemption.

In addition to the Personal Exemption, above, a credit of \$400.00 is allowed for each dependent under 18 years of age or incapable of self-support because of mental or physical incapacity, who receives his *chief* support from the taxpayer.

(b) An Earned Income Credit is allowed of 10% of the earned Net Income. This is, on the total Earned Income less allowable deductions. However, all income up to \$3,000 is presumed to be "Earned" for purposes of this credit and the Maximum considered as "Earned" is \$14,000.00. In any event, however, not more than 10% of the Net Income may be claimed as Earned Income Credit.

Personal Exemptions and Credits for Dependents are deductible from Net Income for both Normal and Surtax, while Earned Income Credit is deductible for Normal tax purposes only.

Where the status of the taxpayer changed during the year, i.e. from single to married or vice versa, only a pro rata part of the Personal Exemptions may be used, based on the actual months which apply. If a taxpayer had a dependent on January 1, who died or became 18 years of age during the year, only a portion of the credit may be taken. Likewise, the Personal Exemption for a child born during the year is computed on basis of months applicable during the year.

6. **The Normal Tax** for 1936 is the same as for the prior two years, i.e. 4%, and is applied against *Net Income* after the deductions for Personal Exemptions, Earned Income Credit and Credit for dependents have been made. The Surtax rates are slightly changed. They begin at 4% on *Surtax Net Incomes* of \$4,000.00 to \$6,000.00 and graduate upward to 75% on large incomes. Surtax Net Income is determined by using the Net Income as hereinbefore mentioned and deducting therefrom the Personal Exemption and Credit for Dependents. Earned Income Credit deducted for Normal tax purposes is not deductible when determining the Surtax Net Income.

As before mentioned, the above applies only to your Federal returns, but if the instructions on the State return blanks are carefully followed, the data necessary for preparing the State returns may be taken directly from the completed Federal returns.

Don't fail to retain a copy of your returns for future reference and above all else, don't "guess" as to how to treat an item of extraordinary or unusual nature. Make sure you are right by consulting your local tax agent or some other reliable source. A "stitch in time" will indeed "save nine" when filing your Uncle Sam's tax return. Attention is called to the fact that your returns must be filed in duplicate.

The following will be of special interest to owners of automobiles used for pleasure.

Items deductible:

1. Interest on money borrowed in purchasing a car.
2. Advalorem Tax paid.
3. License Fees.
4. Loss and damage to car not compensated for by insurance, due to casualty, even though due to faulty driving of taxpayer or other person operating automobile, if not due to wilful act or negligence.
5. Loss and damage to car not compensated by insurance, due to cas-

ualty by faulty driving of driver of car collided with.

6. Loss and damage to car not compensated by insurance, due to fire or theft.

Items NOT deductible:

1. Cost of new automobile.
2. Operating costs, including chauffeur's salary, depreciation, garage rent, gasoline and oil, insurance and repairs.
3. Loss on sale or trade-in.
4. Accident damages paid resulting from operation of pleasure car.
5. Expense of defending damage suit for negligent driving.
6. Fines for violating traffic laws.



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# PLANE FACTS

PART I .. By Larry Boeing

**I**NGENIOUS man far exceeded any of his previous accomplishments when he produced a machine that proved his theory of flight.

In a period little more than 25 years, he took this new found contraction of wood, wire and cloth, and, by using every bit of information the metallurgist, the chemist or research engineers could advance to him, made it into the present day flying machine that answers his many demands.

Efficient engines could become more efficient only when better fuels were found. The addition of lead compounds to the fuel helped to solve this problem but only for the present.

As the metallurgist presents new formulas for materials to be used as moving parts or bearings, once more the call will be made for a more powerful fuel and the chemist again will be ready.

The aircraft designer studied the metallurgist's findings and carefully assembled them. He used more powerful engines to carry larger loads and used stronger materials when their use caused a reduction in weight.

The problem is not completely solved and probably never will be. As man goes forward, his arts and sciences go with him.

At times the advance is so fast and changes so complicated that the story behind them is not always presented clearly to the layman.

Occasionally a question arises as to

just what a certain material, denoted by a set of letters and figures as 24ST, or by some shortened item as "Chrome Moly" really is.

In the next few paragraphs the writer will attempt to describe as clearly as possible just what some of these materials are and why they are used in some particular part of the airplane.

First, let us consider the steels used. Being an alloy itself, it will be necessary to consider it in its basic form, simply a combination of iron and carbon.

To guarantee a uniform product, designers and manufacturers were confronted with the problem of inducing the various mills to agree to some set standard in the make-up of the steel itself.

Several years ago the Society of Automotive Engineers, which is more commonly referred to as SAE, devised a system of numbering steel according to its constituents. Since that time the designer could specify a certain grade or class of steel and a uniform product would be delivered that chemically and physically would come up to predetermined requirements.

In this system the first number represents the class of steel, the second number denotes the percentage of the major alloy embodied in it, and the last two numbers tell one the percentage of carbon.

Taking SAE-4130 as an example, we find the 4 representing the chromium class of alloys, the number 1 denoting one percent of chromium and the last two digits, 30, informing us that the alloy included .30 percent of carbon.

Returning again to the numbering system, we find that Class One includes a plain carbon steel of various percentages of carbon, Class Two de-

notes steel with nickel being the major alloying element, Class Three denoting a nickel chromium alloy and Class Four the chromium molybdenum alloys.

Aircraft design necessitated the manufacture of steels that varied from standard products due to the fact that a special set of requirements were needed. We, therefore, have X-4130 with a little higher chromium content than standard 4130, and a chromium nickel molybdenum alloy that is a special combination.

Widely incorporated into the design of an airplane are the stainless alloys whose introduction into industry was highly publicized by their use as exterior trim on new buildings, streamline trains and food-handling equipment, but whose non-magnetic qualities quickly attracted the aircraft engineers when units adjacent to the compass and other instruments were considered, or in the case of fittings subject to sea water immersion.

Special steels for tools are used and they are of a fine nature, generally made up in small quantities for some definite purpose be it for dies, cutters, or wearing items as drill bushings. Last but not least is the old cold rod bar stock whose job in aircraft is on the ground, in the shape of jigs and fixtures, form blocks or any other place where a strong back is needed.

This brings us to the point where the uninformed may question the reason for incorporating these various alloying elements in the steel. The following notes are a brief outline of the job each alloying element actually does.

**Carbon:** This element is the most important alloy and is the chief factor in making various properties possible.

Increased carbon content, within definite limits, raises the ultimate

SAE No.	Type	Stock Color Marking
1020	Steel	White
1095	Spring Steel	Blue and Brown
1095	Spring Steel Annealed	Orange and Blue
2320	Nickel Steel	Blue and Aluminum
2330	Nickel Steel	Yellow
2120	Nickel Steel	Yellow and White
3230	Chrome Nickel Steel	Blue and Yellow
3240	Chrome Nickel Steel	Blue and White
3250	Chrome Nickel Steel	Blue and Green
X-4130	Chrome Moly Steel	Blue
Stainless Steels		
	(Grade 1 Type C)	Red and White
	(Grade 7 Type E)	Green and White
KAZ	Annealed	Red and Purple
	Allegheny—Regular	Brown and White
	Allegheny—Annealed	Red and Brown
	Monel Metal	Black and Brown
	Chrome-Nickel-Moly	Blue and Fawn
	Chrome Moly .35 to .45 Carbon	Blue and Red
	Commercial Grade	Red

Any of the above material heat-treated to 125,000 pounds per square inch or higher is painted with bronze gilt in conjunction with the regular material color marking.

This chart covers the color marking of material as noted. After receiving inspection that includes physical and chemical analysis materials are marked as above and placed in stock. Care in handling to prevent removal of color marks should always be exercised.

strength of the steel. Too high an increase tends to reduce its toughness and shock-resisting qualities, but adds to its ability to resist wear.

**Nickel:** The addition of nickel causes an increase in strength of the material without sacrifice of its ductility. It is highly shock-resistant and its use in fine, delicate parts is due to the lowered degrees of expansion at heat treatment of alloys it becomes a part of. Its addition increases resistance to chemical attacks and is a major item in the stainless group. It causes alloys to retain remarkable strength and toughness at high temperatures.

**Chromium:** This element when incorporated into an alloy raises the ultimate strength, hardness and toughness. Its addition permits the lessening of the carbon element and hence lowers the hardness while retaining all the qualities of an alloy containing a higher carbon content. Its presence in an alloy increases the resistance to chemical attack and like nickel it appears in all stainless alloys.

High temperatures have little effect on steels containing this element and its presence causes a considerable reduction of scaling during heat treatments.

**Molybdenum:** Like the above mentioned elements, molybdenum increases the strength, hardness, and toughness to alloys it is added to. It has the property of permitting its alloys, when heat treated, to attain high tensile strength. It reduces brittleness, and is highly resistant to shock. It also increases the ease with which an alloy can be machined.

**Vanadium, Tungsten and Cobalt:** These lesser used elements perform the same work as the first mentioned items in various degrees. Cobalt is sometimes



used in place of nickel. Tungsten sometimes is used in place of nickel or chromium. Vanadium increases the shock resistance of alloys it is a part of.

Beside the reasons mentioned these elements have various other effects highly technical in nature on the steel. Metallurgists are constantly studying and experimenting and, as soon as improved alloys are determined and a source of supply made available their use in aircraft can be expected.

This covers, in a general manner, a brief outline of the ferrous alloys or alloys whose basic element is iron. They are used in highly stressed points throughout the airplane in the form of motor mounts, wing fittings, control hinges, bolts and other places where extreme loads are encountered.

In a later article the non-ferrous alloys, especially the Aluminum group will be discussed.

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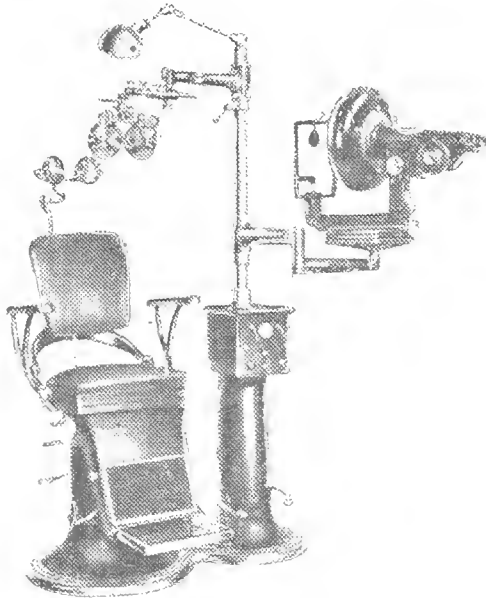
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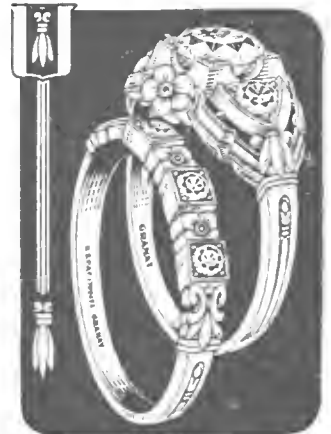
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# CONSOLIDATOR



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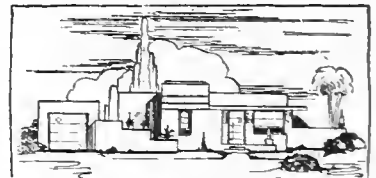
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CONTEST HOME NO. 16



CONTEST HOME NO. 18

# CONSOLIDATOR

Volume 2

March, 1937

Number 3

## EDITORIAL . . .

PLEASE! PLEASE! PLEASE!  
Each and every month good copy has been coming in to the CONSOLIDATOR unsigned. No matter how good the copy, no unsigned news notes or articles will be printed. Ye Ed has many times played Hawkshaw in an attempt to find the authors of some of these contributions. In some instances, it has been found that the authors were of such shy and retiring disposition that they had not signed the article. In these cases, if the Editor was specifically asked not to print the name, it was agreed merely to keep the name on file. In some other instances, it was found that forgetfulness on the part of the contributor was the reason for the lack of signature. However, numerous items were relegated to the waste basket as the authors could not be located.

As to the type of articles and news—we try to keep the magazine purely CONSOLIDATED. In other words, original articles by CONSOLIDATED men or about CONSOLIDATED men, or by someone who is an expert in a subject that is of interest to CONSOLIDATED men. All news about your doings, entertainments, sports, hobbies or interests of any kind is welcomed. The Editor solicits suggestions as to what you like or dislike about the magazine and what you would like to see in the magazine. As you know, you automatically become a member of the

CONSOLIDATOR staff when you submit news, suggestions or articles to the CONSOLIDATOR. Approximately 98% of all material turned in to the CONSOLIDATOR is printed. If you have been so unfortunate as to turn in an article and have not seen it printed, rest assured that it is on file and may be printed at a future date. When copy has been found unsuitable, it will be returned if possible to the contributor with an explanation of

why it can not be used. The Editor wishes to thank those men who have responded to the needs of the magazine by furnishing the material to make the CONSOLIDATOR an outstanding magazine. Those of you who have not as yet become members of the staff are cordially invited to take your pens or pencils in hand and join now. Dead line for copy is the third of each month—but don't wait—submit your articles today.

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# To the Stockholders of Consolidated Aircraft Corporation

Herewith is the Annual Report of your corporation and its subsidiaries for the year ended 31 December 1936 including financial statements as certified to by Haskins & Sells, Certified Public Accountants.

During 1936 the Corporation authorized 60,000 shares of Preferred Stock without par value, and designated thereof a series of 24,000 shares as Convertible \$3 Preferred, of which 22,976 were sold at \$50 each net by the Corporation, the balance of 1,024 shares being reserved, under ninety days option, for sale at the same price, to selected employees. During 1936 the Corporation also reserved 21,000 shares of common stock and the 4,600 shares in its treasury, for sale under long term option to selected employees at \$20 per share. Of the 1,024 shares of Preferred and 25,600 shares of Common, 916 and 22,900 shares, respectively, have been so optioned to 104 selected employees.

Including the enclosed paved yard, suitable in this climate for certain manufacturing operations and for aisles to move large assemblies, there is now available in the new plant approximately 543,000 square feet compared with 247,000 a year ago. Approximately 100,000 square feet of this area is available in a unit complete in itself for the manufacture of large experimental aircraft. The Corporation's entire plant is well equipped with new and modern machinery.

Employees at this date number about 3,700 against 2,000 a year ago. At the close of the year 1936 unfilled orders amounted to \$18,169,726.28 compared with \$8,955,863.68 at the close of the previous year.

Profit for the year 1936 amounted to \$192,411.06 after provision for taxes, depreciation, complete amortization of all capitalized design development (except the airboat being amortized against current orders and that pertinent to aircraft designs transferred to the Canadian company) and deduction of cost in full of the expense of financing incurred to secure funds for factory enlargement. No profit has been taken on the eleven airboats delivered in 1936.

Claims aggregating \$202,731.41 for increased costs incurred in complying with provisions of NRA are pending before Congress in special bills for the relief of this Corporation.

The year 1936 was profitable for our former Canadian subsidiary which is now controlled by Canadian stockholders, a minority interest being retained by CONSOLIDATED, and which is now known as Fleet Aircraft, Limited. Fleet Aircraft, Limited now has assets ten times as great and physical facilities five times as great as at the time of CONSOLIDATED'S original investment. CONSOLIDATED'S holdings in Fleet Aircraft, Limited comprise 35,000 shares out of an issued capital of 90,000 shares and are carried at a cost of \$127,620.80.

Respectfully submitted,

R. H. FLEET, President

San Diego, California  
6 March 1937.

## Statement of Consolidated Income and Earned Surplus for the Year Ended Dec. 31, 1936

NET SALES (airplanes and parts):	
United States Army . . . . .	\$2,490,945.26
United States Navy . . . . .	1,260,443.76
Commercial and export . . . . .	442,419.92
Miscellaneous . . . . .	24,589.67
<b>Total . . . . .</b>	<b>\$4,218,398.61</b>
COSTS AND EXPENSES:	
Manufacturing costs and expenses (including engineering) . . . . .	\$5,918,912.41
Administrative and general expenses:	
Salaries of officers \$ 61,440.00	
Other salaries and wages travel- ing, office sup- plies and ex- penses, etc. . . . .	260,687.18
	322,127.18
Provision for depreciation . . . . .	143,201.39
Amortization of airplane designs development, and drawings . . . . .	146,883.92
<b>Total . . . . .</b>	<b>\$6,531,124.90</b>
Less increase in costs accumulated on contracts and orders in pro- gress, etc. . . . .	2,669,783.86
<b>Remainder—applicable to products sold . . . . .</b>	<b>3,861,341.04</b>
PROFIT FROM OPERATIONS . . . . .	\$ 357,057.57
INCOME CREDITS—Discounts, interest, etc. . . . .	35,061.43
<b>TOTAL . . . . .</b>	<b>\$ 392,119.00</b>
INCOME CHARGES:	
Provision for taxes on income and undistributed profits . . . . .	\$ 125,923.03
Expenses incident to financing . . . . .	58,184.09
Interest . . . . .	10,624.72
Other . . . . .	4,976.10
<b>Total . . . . .</b>	<b>199,707.94</b>
NET INCOME . . . . .	\$ 192,411.06
EARNED SURPLUS, JANUARY 1, 1936 . . . . .	1,786,028.04
<b>TOTAL . . . . .</b>	<b>\$1,978,439.10</b>
SURPLUS CHARGES:	
Dividends paid on preferred stock \$ 25,848.52	
Earned surplus of Canadian sub- sidiary as of December 31, 1936, control of the Canadian company having been relin- quished in December, 1936 . . . . .	2,843.34
	28,691.86
EARNED SURPLUS, December 31, 1936 . . . . .	\$1,949,747.24

NOTE: The costs and expenses applicable to products sold, as shown above, include at selling price certain aircraft delivered under partially completed contracts, pending final determination of costs upon completion of the contracts.

### BOARD OF DIRECTORS

R. H. FLEET, Chairman	
D. G. FLEET	PRESTON LOCKWOOD
J. M. GWINN, JR.	R. S. MADISON
EARLE G. HINES	GEORGE J. NEWMAN
JAMES L. KELLEY	GEORGE M. PYNCHON, JR.
I. M. LADDON	F. D. SCHNACKE
CHAS. T. LEIGH	C. A. VAN DUSEN

### OFFICERS

R. H. FLEET, President and Manager
C. A. VAN DUSEN, Vice-President and Works Manager
I. M. LADDON, Vice-President and Chief Engineer
CHAS. T. LEIGH, Vice-President and Materials Supervisor
R. S. MADISON, Secretary and Treasurer
R. A. STANBERRY, Assistant Secretary and Assistant Treasurer



# Annual Report to Stockholders

## CONSOLIDATED BALANCE SHEET, DECEMBER 31, 1936

ASSETS	
CURRENT ASSETS:	
Cash (including time deposits) . . . \$	800,666.14
Accounts receivable . . . . .	393,544.76
Inventories:	
Contracts and orders in progress (at accumulated cost, including approximately \$225,000 of administrative and general expenses, less progress payments received) \$1,746,480.72	
Materials, parts and supplies (at cost) 707,133.59	2,453,614.31
Total current assets . . . . .	\$3,647,825.21
INVESTMENT IN FLEET AIRCRAFT, LIMITED (at cost) . . . . .	127,620.80
PROPERTY (At Cost):	
Factory and office building . . . . .	\$1,025,346.66
Machinery and equipment . . . . .	551,650.81
Land—airport and factory sites . . . . .	132,149.79
Airport improvements . . . . .	145,362.12
Total . . . . .	\$1,854,509.38
Less reserves for depreciation . . . . .	372,652.20
Remainder—depreciated value . . . . .	1,481,857.18
UNAMORTIZED AIRPLANE DESIGNS, DEVELOPMENT, AND DRAWING: . . . . .	226,188.49
DEFERRED CHARGES:	
Unexpired insurance premiums . . . \$	11,973.90
Unamortized moving expenses . . . . .	40,765.98
Miscellaneous . . . . .	6,732.14
Total deferred charges . . . . .	59,472.02
Total . . . . .	\$5,542,963.70

## CONSOLIDATED BALANCE SHEET, DECEMBER 31, 1936

LIABILITIES	
CURRENT LIABILITIES:	
Notes payable to bank . . . . .	\$ 675,000.00
Accounts and wages payable . . . . .	475,931.34
Customers' deposits on sales contracts . . . . .	530,261.00
Accrued taxes (including taxes on income) . . . . .	154,797.20
Total current liabilities . . . . .	\$1,835,989.54
RESERVES:	
Replacement of parts under contract guarantees . . . . .	\$ 21,333.01
Employees' welfare, etc. . . . .	12,693.91
Total reserves . . . . .	34,026.92
CAPITAL STOCK:	
Preferred stock (authorized, 60,000 shares without par value; issued and outstanding, 22,976 shares of a series of 24,000 shares designated as Convertible \$3 Preferred stock) \$1,148,800.00	
Common stock (authorized, 1,200,000 shares of \$1 each; issued 579,000 shares; in treasury 4,600 shares; outstanding 574,400 shares) . . . . .	574,400.00
Total capital stock . . . . .	1,723,200.00
EARNED SURPLUS . . . . .	1,949,747.24
NOTES: The above balance sheet does not include commitments and contracts for the purchase of materials, parts, etc., aggregating approximately \$3,000,000.	
As of December 31, 1936, 48,000 shares of Common stock were reserved for conversion of Convertible \$3 Preferred stock, and 25,600 shares of Common stock (including 4,600 shares in treasury) and 1,024 shares of Convertible \$3 Preferred stock were reserved for option and sale to certain employees.	
Claims aggregating \$202,731.41 for increased costs incurred in complying with the provisions of NRA are pending before Congress in special bills for the relief of the company.	
Total . . . . .	\$5,542,963.70

## ACCOUNTANTS' CERTIFICATE

### Consolidated Aircraft Corporation:

We have made an examination of the consolidated balance sheet of CONSOLIDATED AIRCRAFT CORPORATION and its subsidiaries as of December 31, 1936, and of the related statement of consolidated income and earned surplus for the year 1936. In connection therewith, we made a review of the accounting methods and examined or tested accounting records of the companies and other supporting evidence in a manner and to the extent which we considered appropriate in view of their systems of internal accounting control.

We did not verify the quantities in the inventories. The contracts and orders in progress represent accumulated costs shown by cost records, less progress payments received. The materials, parts and supplies are based largely upon perpetual inventory records which, according to certificates of officials, have been substantiated by physical inventories taken at least twice during the year.

During 1936 amortization of airplane designs, development, and drawings was taken upon the basis of charging to the cost of aircraft being manufactured under current contracts, the design development, and drawing costs considered to have been incurred in connection with the respective prototypes. Deferred costs relating to designs not under current manufacture were amortized, by charges to costs and expenses, upon a percentage basis, until these designs were transferred to the

former Canadian subsidiary late in 1936. The total amortization taken in 1936 was approximately \$13,000 less than that for 1935, which was computed upon the basis of 25% of the aggregate costs deferred.

The companies' liability for Federal taxes on income for the years 1934, 1935, and 1936 has not been finally determined by the Treasury Department. No provision has been made for any additional assessments that may be proposed when examination of the returns for these years is completed.

In our opinion, based upon our examination and subject to the adequacy of the provision which has been made for Federal taxes on income, the accompanying consolidated balance sheet and related statement of consolidated income and earned surplus fairly present, in accordance with accepted principles of accounting, which have been consistently followed by the companies except as indicated above with respect to amortization of airplane designs, development, and drawings, their financial condition at December 31, 1936, and the results of their operations for the year ended that date.

HASKINS & SELLS,

Los Angeles.

March 3, 1937.

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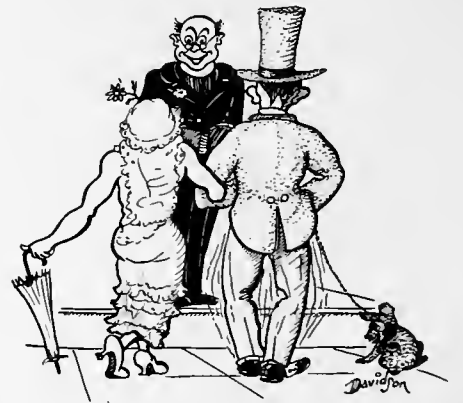
Dressed in her best "Blue" bib and tucker for Sunday morning devotion, Jane Frances Dunn's face become very red when she discovered that the right foot donned a black shoe and the left a blue one. Oh well Jane, what's the difference, as long as your heart's in the right place—they tell me the Lord isn't fussy about a little thing like shoes.

Latest news flashes have it that Grace Koenig was thrown from her worthy steed on Saturday last. Hurry to a speedy recovery Grace—we trust you were not seriously hurt and we'll talk to the horse later about it.

It has always been said that the "Royal Mounted" get their men, but sez I, they have nothing on "these here CONSOLIDATED dames." Now we must add our own "Gladys Boy" to the list.

On February 24th, several "old time friends" were invited to the Roy domicile for an evening of bridge. The address given seemed to be a new one, but as we have always found it

cheaper to move than pay rent, we thought nothing of it. It was a very dismal, rainy night but we donned our raincoats, goloshes, etc., and hied our shapes to the new abode.



After finding her alone and questioning her to death as to how a steno at C.A.C. could raise the rent for a place like that, she broke down and confessed that on January 31st she and one William Dean Thomas drove to Yuma, Arizona, and took the fatal step. Only after the marriage license was produced did the gals feel at ease about our Gladys. Friend hubby was soon produced and after much "elbow-bending" good heart-to-heart talks and a few stories, we bounced our way home feeling not so smart as we thought we were, having a fast one pulled on us without "catching on." Thanks to Mr. and Mrs. Thomas for a delightful evening. We all wish you the best of everything and much happiness for the future.

Lucille.



The Tool Room extends sincere sympathies and condolences to Emil Poschman (No. 1261) whose wife passed away at 6:15 a. m. February 26, 1937.

# HENRY LIEGEL



worker under Leo Bourden. From that time on, Hank Liegel's chronological employment record, on file with this company, reads like the steps on the ladder of success. Each change shown on his record was either a promotion or a transfer to some more difficult job. Here is the way the record reads:

- Bench Metal Work,
- Assembly of Welding Fixtures,
- Toolmaker,
- Layout Man,
- Lead Man on Tool Work,
- Sub-foreman,
- Assistant Foreman. And now—
- Foreman of the Sheet Metal Department!

A record any man could be proud of; substantial proof of his ability.

Hank has a son Ernie working in the Metal Bench Department now and a married daughter living in Buffalo. For recreation he finds the fishing and swimming in nearby waters more enjoyable than any other form of diversion and usually spends quite a bit of time at these pursuits. Congratulations, Hank, and best wishes for your continued success.

J. P. Waterbury.

## Our Humanitarian Recommendation

FOR days, weeks, and months, we, the Nite Shift employees, who drive to work, have cursed and sworn to get revenge. . . . And yet, after having worked a year with the Nite Crew, the weeks pass on into months, thus beginning another year—still the Parking Hogs exist.

Now, we will back, with brutal power, those who have a yen to sock these Parking Hogs.

*Definition:* "P. H." The savages who sprawl their cars all over two parking spaces when one space is enough for "Decent People."

Heck of it is we can't spot these Parking Hogs in the selfish act because of our working hours. Still, we believe that our day is coming and when it does, we hope it will be smashed noses and not fenders.

*Our Final Plea*—If you, who drive to work, do not know how to park in a regulation parallel parking space, then please ride with others who can, or stick to trolleys.

Then, we won't be late and won't waste time trying to park our means of transportation adequately enough for others to drive out without scratching their new paint jobs or ruining their recently repaired fenders.

*Moral*—"Do unto others as you wish others to do unto you."

Matt Wielopolski, 2538.

MEET Henry Liegel, new foreman of the Sheet Metal Department since the first of the month. Born November 29, 1891, in Lancaster, New York, he later attended grade and high school there. His first real job came in 1907 at the Gould Coupler Company in Lancaster where he spent two and a half years as an apprentice coremaker; later transferring to the Battery Division of the same company where he stayed until 1912.

Hank made his start in aviation during the spring of 1912. Think of it! Most of us have never seen an airplane of that vintage and the few who have, retain only dim recollections of airplane construction one-quarter of a century ago. The Curtiss Airplane & Motor Company was then in its embryonic stages and the construction of successful designs must have been accomplished by divine guidance, for very little technical information was available at the time. Mechanics in those days were expected to perform almost any operation needed to build the airplanes. Hank spent the next nine years at Curtiss, including the war period. In 1921 the Curtiss plant shut down for a while due to the post-war depression. Henry went to the Elias Aircraft Company in Buffalo for the next six years and did general aircraft work. From 1927 to 1931, when he came to CONSOLIDATED, he again worked for Curtiss as foreman in charge of cowling.

March 25, 1931, was the day Henry signed up for work at CONSOLIDATED as a metal bench

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# The Return of the Native

By John E. Whitman

"IF I enjoy one-tenth of the good fortune my friends wish me, I shall be highly successful in my farming venture." That was one of the parting remarks of Felix J. Rossoll, as he said good-bye to his friends and co-workers in CONSOLIDATED AIRCRAFT, many of whom had been associated with him for over a decade. A few indeed have worked with him twice as long. One of his peculiarities is, that the longer you know him the better you like him. He wears well.

For years Felix has cherished a growing desire to return to some place in New England and buy a small farm—not too large for him and his two husky sons to cultivate. He doesn't expect to make much money, but he does think he can produce enough on his few acres to maintain himself and family in comfort and comparative independence. He feels confident that the rigorous climate and the constant outdoor labor which such a project involves, will work wonders of physical rejuvenation for them all. Vim, vigor, and vitality will be theirs in return for their manly labor on that little farm tucked away in the White Mountains. Felix smacked his lips when he thought how good the bacon and eggs and buckwheat cakes and maple syrup would taste at his six o'clock breakfast, after rising at three and doing the few light chores around the place.

Many may wonder how it is that Felix is able to retire at the age of forty-odd, and realize his life-long dream of bucolic bliss—of settling in some idyllic rural retreat, and there living that Utopian life he has yearned for so long.—a rough and rigorous life to be sure, but a wholesome, manly, and independent one. Here is the way he explains it. "I worked hard when I was a boy, rising at four every morning to earn money by tending furnaces, delivering papers, etc., to help pay my way thru school. Those early ingrained habits of industry clung to me all my life. I always applied myself with all my heart and strength to the job in hand. I respected the old-fashioned virtues.—honesty, sobriety, and industry,—and some years ago I made fortunate investments in securities which have appreciated quite a bit during recent months. So now I have enough income to retire on and try my hand at farming."

The history of Felix J. Rossoll has

been treated of in a previous issue of this magazine, so we won't go into that, but we cannot refrain from expressing our deep regret at losing a tried and trusty friend and an able and valued veteran in the Aircraft Industry.

The good wishes of all his friends follow him to that farm in New England, where he anticipates spending his time in the peaceful pursuits of agriculture. As we picture him on his quiet New Hampshire farm, we recall the lines from Goldsmith's "Deserted Village": "How blest is he who crowns, in shades like these, a youth of labor with an age of ease;"

## Why Not?

Editor of CONSOLIDATOR:

I have read with interest the articles published in our monthly magazine, the CONSOLIDATOR, and I am wondering if a suggestion would be in order.

During our past experiences we all have had, perhaps, certain experiences in our trade or vocation, whichever the case may be, which have stood out in the limelight more than merely routine work. In explaining myself more clearly, there have been times when a difficult or intricate job was to be done and in order to do this particular job it was necessary to violate the laws of mechanics somewhat, and use some makeshift or ingenious method to accomplish the desired results, yet keeping the cost within reason.

There are many employees working for the Company that are capable of writing such articles on practical ideas for the CONSOLIDATOR, that may prove to be beneficial to all, and to say the least, educational to many.

If such a column or page was reserved for such articles and titled "Ideas from Practical Men" or "Practical Ideas," I personally feel it would be much appreciated by those interested. Of course it should be understood that articles accepted for such a publication should be original as well as practical and not something taken from books.

J. H. Chandler,  
Machine Shop Inspector.

That boy in the Hull really got a hair-cut on his own free will and not because the boys "suggested" it.



GEORGE IRVIN

THE Irvin Association of Aircraft Mechanics held their fifth monthly dinner meeting at the El Cortez Hotel on Saturday evening, February 27, 1937. The speakers for the evening were Mr. D. G. Fleet, of CONSOLIDATED AIRCRAFT, who gave a brief history of CONSOLIDATED AIRCRAFT and the present PBY's. Mr. Robert Betzinger, representative of Pratt and Whitney, addressed the group in behalf of the power units for the PBY's, and Mr. Harold Scofield, of Sperry Gyroscope Company, manufacturers of the famous Sperry Gyro-pilot, addressed the group and gave a demonstration of lantern-slides. The enthusiasm ran so high that the speakers were almost overwhelmed with technical questions asked by the members of the Association.

Inasmuch as the Irvin Aircraft School and the Irvin Association of Aircraft Mechanics enjoy unlimited opportunities in obtaining the latest information in the aircraft business, it is only fair to talk about the man who obtains this information for the students. In his modest, unconcerned manner, George Ellis Irvin, is not only an instructor, a walking human aeronautical index, but is equally capable of filling the role of a modern humanitarian. His greatest joy is taking some bewildered, undetermined, yet ambitious fellow, guide him through an intensive course of study and send him out into the aircraft field to become an accomplished aircraft mechanic. Humanitarian, yes, and more, too; he has opened the door for the youths who yesterday looked to the sky to see the fast-fading silhouette of their ambitions. Today that silhouette is on this side of the sun and a reality.

Just a word on the personal history and background which makes this

picture possible; George Ellis Irvin started in the old days, the war days, the days of the Jenny. Growing up with the industry Mr. Irvin slowly became an authority, which gave him the opportunity to become affiliated with the Richfield Oil Company in the capacity of General Manager of the Aeronautical Division. This work took the youthful flyer to all parts of the coast on extended lecture tours. The public had by this time become air-minded enough to grant the industry sufficient publicity to be accepted as a modern means of transportation. Having already acquired an unlimited background it was an easy matter for Mr. Irvin to accept the position offered by Transcontinental and Western Air as their advisor for Radio, Electrical and Instruments. Filling the three-year contract Mr. Irvin decided a rest period was due him. This, however, did not last long, for like the story of the man who built a better mouse trap, a path was soon worn to his door and Mr. Irvin found himself confronted with several youths, who demanded part of his time and information, which he acquired over a period of years. As an experiment the start of the Irvin Aircraft School took place. Twenty keen minded, ambitious men were selected. All graduated, all received a position. Today many times that number have been given the same opportunity to find their place in the sun.

If you were to ask Mr. Irvin what spells success today the answer would be, have something to sell to your employer, sell yourself, obtain a better education in your industry, stand out from the crowd and you'll have a chance to be found.

Written by E. F. Werner, 1611 West Lewis St., San Diego, Calif.

Mr. and Mrs. A. F. Rosso are receiving congratulations on the birth of a daughter, born February 12. Those of us who came from Buffalo will remember Mrs. Rosso as our former "hello girl." Tony has been connected with the Air Corps for a number of years, having transferred from Buffalo to San Diego in 1935 with CONSOLIDATED. Upon completion of the PB-2A contract, he was transferred to the plant of North American Aviation, where he is now stationed. Too bad the Army doesn't employ the fair sex on their inspection force, Tony.

Paul Kniep Tank Dept. (newlywed) has a five-year plan, let's hope there are no slip-ups, Frenchie.

By the way—what ever happened to Lola? Come clean, somebody.

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# The Monorail System

By Frank J. Learman  
Asst. Plant Engineer

THE cartoonist in the February issue of CONSOLIDATOR attempted to burlesque the new Monorail system, calling it "The New Toy" with Tommy Butterfield ever ready to hang his rejection tag on it. But since the artist made a so much better picture of the Monorail, trolley and rope hoist, than he did of the PBY hull, it is easy to forgive him for his burst of wit.

Our old Monorail system, which was confined to the Hull and Wing Departments, was made up of three sizes and two types of rail; the trolleys used on one rail would not fit on the other, so they could not be combined or connected by switches. Each section was barely strong enough for the work it had to do. Because of these limitations, the old equipment was abandoned. Some of it will be used in the Paint Storage building for stacking the barrels or drums of paint. A part of it, which was formerly over the hulls, may be used as temporary equipment in the Experimental building.

Almost everything has its limitations. The transportation of materials is no exception. When moving materials with conveyances on the floor, the principal limiting factor is the aisle space available for that purpose. The advantage of this method is that material may be moved from or to any place in or out of the buildings so long as they are connected by sufficient aisle space. With this method the article being moved has to be



lifted only high enough to place it on or off of the conveyance.

Monorail transportation is limited to receiving and delivering loads to a very narrow strip directly under the rail. A disadvantage is that all loads must be hoisted much higher than is necessary to place a load on a floor conveyance. The advantages of this method are that when the load is hoisted, and especially so when the load is a large or long object, it may be transported without regard to aisle

space, to any point on the Monorail system. With this method the material being transported, may be left hanging in storage until the department to which it is being delivered is ready to lower it to the floor for its operations. The load moves easier and faster on Monorail than it does on floor conveyances. All large and heavy assemblies can be handled best on the Monorail. It seems safe to assume that the large assembly fixtures, like the stabilizer for instance, will be relocated near the Monorail or the Monorail extended to the point of assembly.

There probably always will be some things that, because of the limitations of both the Monorail and floor transportation methods, we will arrange to handle partly by both methods, just as we now handle the center section of the wing.

A sheet truck is now being built which will travel on the floor and on the Monorail. Its specific purpose is to deliver sheets to and from the second floor of the Finished Parts Stockroom. In the Paint Shop the Monorail is a winner. There are 20 tracks running the whole length of the Paint Shop converging at each end to a twenty-foot circle, where a twenty-foot switch transfers the material to any track desired. There is also a full set of switches connecting all of the tracks at their mid-length. There are two hundred rope hoists suspended from trolleys on which, with various gadgets, Benny Leonard and his crew hang all of the painted parts, large and small, and hoist them up out of the way to dry. The Paint Shop now resembles a chandelier store where all of their wares are suspended from the ceiling.

In the Final Assembly where the Monorail is used for putting the wings and engines on the boats, it has been found to be very satisfactory. A short extension of the Monorail to run to the engine assembly fixtures will soon be erected in this department. At the time of writing this, there is being tried out in Final Assembly, an Ingersoll-Rand Air Hoist of two-ton capacity, which, if satisfactory, will also be supplied to the Hull and Wing Departments to eliminate that hard job of chain tackle hoisting of the hull and wings.

The storing of boxed sheets on end in the warehouse would not be possible without the Monorail.

The Monorail system is a new tool which has been provided for our use, and like most new tools, the more we learn about them, the more uses we find for them.

Our new Monorail system, supplied by the American Monorail Company

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of Cleveland, Ohio, is the latest development in that type of material handling equipment. The rail is similar to a twelve-inch eye beam in form, except that the flange is not tapered on the inside; it is flat and parallel with the outside of the flange. This eliminates the spreading force in the trolleys which is found when structural eye beams are used for track.

The rail is rolled from a special tough alloy steel and capped with a ten-inch channel to give it lateral stiffness on our long spans. The capacity of the rail is 2500 pounds concentrated on a four-wheel trolley or 5000 pounds on two four-wheel trolleys separated by a load bar six feet long. We have three hundred 1000-pound twelve 3000-pound and six 5000-pound trolleys, all of which have hard-faced wheels with radial ball-bearings and ball-thrust bearings on the swivel hooks. All switches and other points where the rail is opened,

are provided with safety interlocking devices to prevent the trolleys from moving over a joint until it has been securely locked in place. The system is new and in some spots slightly stiff, but that will work out with use.

We found this in the mail bag:  
 Editor CONSOLIDATOR,  
 Consolaircraft,  
 San Diego, Calif.

Dear Editor:

Mr. Agathon Ziltch gave you as a reference when making a purchase on contract from us.

We have lost tract of Mr. Ziltch and would greatly appreciate your advising us as to his present whereabouts.

We are enclosing a self-addressed stamped envelope for your convenience.

Very truly yours,  
 Million Dollar Jewelry Co.  
 A. Hossenfefer,  
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## Announcement

On and after this date, March 1, we will be responsible to all employees of the Consolidated Aircraft Corporation who have so generously supported, through their purchases of new Ford V-8's and R. & G. Used Cars, the firm formerly known as A. C. Malette, Inc., Fourth and Beech.

To better serve you and San Diego at large, we have moved our Used Car Department to 13th and Broadway, to be known as "The Brightest Spot on Broadway," where you will find a wide selection of "the finest."

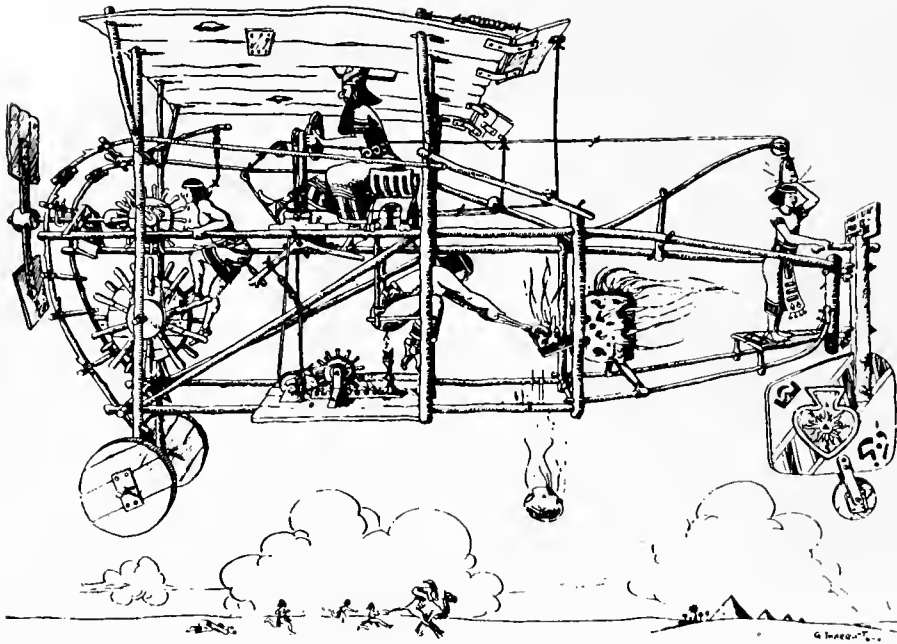
Our new building will be completed April 1—Broadway at 12th Avenue. We invite your inspection. The name:

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TUT-ANKH-AMEN'S BATTLEPLANE  
 Drawn from Plans found during the recent Excavations.

## HTB-1

NOW, boys, if you're still able to read after looking over the above contraption, pull your ribs together and we'll tell you all about good old King Tut's bomber pictured above and how its details became known to modern civilization.

The story all started over a "White Horse" or was it that dapper "Johnny Walker?" Anyway, during the course of "introductions," Prof. Archbold, of the American Museum of Natural History, who is about to be the proud possessor of an especially built PB Y boat, asked Commander Chourre of the U. S. Navy Inspection, whose pet hobby is tracing the design and history of early flying machines, to tell him when the first really efficient airplane was ever used in bombing tactics.

The Commander leaned back in his chair, folded his hands over his brow and proceeded to take several long, deep breaths. The professor attributing this show of serious thinking to the fact that maybe he was two or three "up on him" reached for the old "demijohn" and proceeded to catch up.

Suddenly the Commander started going through some personal effects. Jumping up he carried a look of complete assurance that he had the answer to the question.

"Several years ago," he stated, "we were compiling a history of military aircraft and we have traced the history of practically every service airplane ever built. Along about 1912 \* \* \* And then his companion gently, but firmly, interrupted him.

"Commander," he explained, "you are all wrong, Yessir, all wrong. How about another?"

"I know, Professor, that you have scratched the surface of the earth from Tahiti to Timbuctoo so tell me, is there a flying era we moderns do not know?" the Commander eagerly inquired.

"Yes there is," Archbold firmly stated. "Now, several years ago, during one of my Egyptian expeditions, a native sold us a piece of parchment covered with drawings and hieroglyphics which, upon translating, proved to be a description of King Tut's Battle Plane."

"King Tut's Battle Plane?" the Commander inquired, "Why Archbold, come clean."

"Yes, really, he had a plane the continued use of which kept the early camel punchers in line with a minimum of effort and no small amount of good, clean fun."

"Tell me more," the Commander requested as he extracted another cork.

"Well," stated Archbold, setting down his glass, "They had their problems just as you have today and, in most cases, it was getting sufficient power to carry the required load of bombs and equipment. King Tut's agents had plenty of trouble putting the finger on suitable power plants. Once found, the King's accelerator technique was all that was needed to keep the boy going in an attempt to save his neck."

"The armament problem was a case of getting proper coordination between all parties concerned and although drift, altitude and airspeed weren't taken into consideration, any movement of the tallow 'indicator' was very effective and very few signals were ever 'crossed.'

"Now, in the case of maneuvering \* \* \*" Looking up he noticed the Commander was fast asleep. Finishing the bottle, he rolled over and did the same—and so must I!

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SAY YOU SAW IT IN THE CONSOLIDATOR



# Hiram Plowboy . . .

Dear Hiram:

Serprized isn't no word for what my feelin's was when I walked down at the old red mail box and seen yore letter. Emagine you thinkin of me when yore cleer off ther in California. Especially when you shore must no jist lots of them perty city gals by now.

It jist tickled me pink when I red about yore new job. I had a hankerin, honey, that you wood get some nifty job if you give them city fokes a haf a chanc to see how smart you was.

You sed in yore letter that you thot the man was laffin at you, Hiram, that jist shows how you alwaz jump at concluzons. I bet you was so hansom in yore store soot he was jellus.

Unkle Zeb says if youre boss finds out that feller lets all the boys wait till 7:30 to cum to werk that he'd shore land him out on his ear fore he could say skat.

We're havin our chersch soshial nex Wednesday nite. You no I have been savin all my egg money for a new dress and I got \$3.87. You can't gess what I'm goin to do, I bet. There's an awful perty blue dress down in the store winder with a sine on it somthin about Paris and on account of you alwaz likt blue so much I'm going to by it for my Sunday dress and ware it to the soshial.

Hiram, I'm awful sorry about yore red flannels. You'll haf to by you some mor becoz we thot you woodn't be needin them in California an you remember old gramma Pelican? Well she didn't hev no brite peeses so we give them to her an she put them in her crazy quilt.

Lan sakes, it's time for me to send Shep after the cows so I better hustle. O, I most forgot bout the red heffer. She aint caffed yet but I don't think

it will be long now. I was thinkin so bout you I lost count.

Pleez rite soon and don't forget to put on your rubbers when its wet.

Your sweety,  
Elmira.

Dear Elmira:

Wuz shore glad to get yore letter. You tawk about these here city gals—shux, you ain't got no worry comin. What with their faces all painted up and all, youre twice as perty as any of em. Besides, from what the boys sez, there aint much soshial goins on around here until the fleet leaves, noway.

But I want to tell you all about the plant here ware I werk. It's about three stone throws and a couple of wagon tungs long and wood say about two stonethrows or mebbe less wide. It's shore a sizable place. The first 4 days I werked thare I durn nere wore my legs off looking for some corrugated paint to paint some corrugated iron with. They tole me that while I wuz lookin, to hunt for a rivet stretcher, too, I finelly asked a feller ware I might find what I wuz lookin for, and you should have seen his face. He looked like he didn't no whether to get mad or laff. They tole me later this feller's name was Kelley, or something like that. Anyways, he sent me back to the paint shop ware I werk, but nobuddy's found that corrugated paint yet.

I hev run into a little difficulty here lately. It seems I can't use nothin but a kind of silver colored eatin' terbaccer so that it will harmonize with the ser-roundins, and I haven't been able to find out where they buy it. Sum of these boys are perty durned goot spit-ters, though. I saw one feller today spit around two hulls and over a

wing buck and hit a spitoon ded center. He only had 2 plugs of terbaccer in his mouth when he did it, though.

Oppertunity is shore in abundance out here in Californy. They have nite school and everything. I went to nite skool for a couple of nites, but I giv it up. The ediccational sitem is the same as whut it wuz when I wuz tryin to get out of the 3rd grade back home. First they tole me that 4 and 4 wuz 8 and then they terned right round and tole me that 5 and 3 wuz 8. That's when I quit. They'd probably be tellin me that 6 and 2 was 8 next. They get mixed up sumpin turrible.

Things get kinda mixt up at the plant sumtimes, too. The other day a big Navy bombin plane wuz sent to the Navy with some little Fleet airy-plane wings on it. Some gimlet-eyed Navy inspector noticed it, though, and had the plane sent back to trade wings.

It is vurry interestin to watch them put the planes together. They nale them together with harness rivets pounded in with a doodad called a rivet gun. The first time I heard one of them rivet guns I dove into the heat treat tank, to hide, thinkin it was Lem Harris on a toot, shootin up the town with that new fangled automatic shootin iron he's got. The water in that tank wuz dern nere as hot as sum of that corn likker back home.

There goes the whistle, I gotta go punch my clock and go home. Rite me all the nues and dont forget to let me know about the red heffer.

Your sweetheart,  
Hiram.

The boys are kicking this around:

An inspector, checking a job, asked the man who made it about a certain dimension.

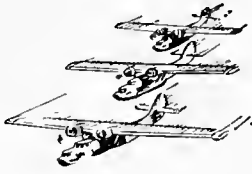
The man took his trusty rule, laid it on the flange and said seriously, "Well, it's five-eighths, and about, one, two, three full thirty-seconds, and a little one ? ? ?"



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## ..Tonawanda Reunion

FRIDAY evening, February 19th, was a memorable event for the Tonawanda Club in their session at Strobel's Bavarian Gardens. A record crowd turned out for the occasion and the evening's program will long be remembered.

The opening duet by Roeckel and Theus "Du Du Liegst Meir im Herzen" was given a great ovation. Quartet led by Jim Patten. Solo "The Little Brown Jug," and muscle dances by Harold Poerscke, and then the supreme moment arrived—The Tonawanda Theme Song, as composed by Jack Whitman, was introduced for the first time in California. The demonstration at the conclusion of this number can best be described by Jim Steves, who happened to be entertaining a mortuary operators convention in the gardens.

Some plain and fancy shooting was staged by some of the Rifle Club, which was greeted by the Bronx cheering section.

"One or two lumps of sugar?" asked Gertrude the stein-carrying waitress. "Two and a pencil, please," said Charley Tailer, "a man must not neglect his golf, especially at a Tonawanda reunion," and the boys went into a huddle.

At four bells, lights out and all were homeward bound, but not until a committee was appointed for the first annual Tonawanda Rodeo, which will be staged in the near future.

Dear Editor:

The officers and members of the Scottish Social Club have requested their press agent to write the editor of the CONSOLIDATOR this letter as a complimentary tribute to those of the personnel and employees formerly from Buffalo, New York, and other parts of the east who have become members of the Club, also their friends who received a welcome and who now enjoy the privileges and entertainments in the clubhouse at 949 Ninth Avenue.

The President is Ebenezer Grosset, from Portabello, a prominent Mason, and who has two sons who are employed by the CONSOLIDATED. The Vice-President and floor manager, newly elected, is James Eaton of the CONSOLIDATED, formerly from Arbroath; his repertoire of Scottish songs is appreciated and Jamie's smile and cheerful disposition is an inspiration. Another employee, elected Trustee, is William Milton, from Banffshire, and who is a noted violinist.

The Buffalo men of the CONSOLIDATED AIRCRAFT who, along

with their wives, have joined or visited the club are Herbert Ezard, Elmer Gahlback, John Doig, William Milton, George MacLean, Frank Morse, James Iseman, Benny Keigle, Paul Shrent, Art Duncan, Ed Rimmer, John Strachan, Harry Birse, Bob Brabbon, John Marshall, John Woodhead, Andy Mitchelson, James Eaton, Campbell Murray, and others. "Scotty" Doig.

## Women With Aviation Interests

On March 16th at 1:30 p. m., the House of Hospitality in Balboa Park will be the scene of the first social function of the San Diego Unit of the Women's National Aeronautical Association. A Bridge Tea will be given to raise funds for this organization to cooperate with the 99's (an organization of licensed women pilots) in creating a scholarship fund for women pilots. There will be door and table prizes, and an attractive tea served at 4:00 p.m. To the women who have aviation interests and their friends a cordial invitation is extended. Tickets may be purchased through any of the Unit members, or through Miss Helen Walker (phone Hillcrest 1931-W) or at the door the day of the tea.

Seems as tho the law of supply and demand works out pretty well except in the matter of parking space.

The human brain is the most wonderful of all organs. It begins to work the minute we get up and keeps on functioning until some of us start courting a girl or girls. Now the delicate brain cells have no more to say when it comes to parking.

No. 2538.

## "Wing Loading"

George Shivas, Henry Wolf, Stanley Smith, Fred Fichter, Ken Bruning, all of the day shift and Arthur Bruce of the night gang, have gotten into the habit of a weekly swim. Every Sunday this gang of "Casey" boys can be found splashing up the water at Warner's Hot Springs. You can take their word for it that Warner's (no adv.) is an ideal swimming hole.

The "Casey boys" refers to the large group of fellows in the plant who are graduates of Casey Jones School of Aeronautics, away back yonder in Newark, New Jersey. There are close to forty of them scattered throughout the plant and everyone holds that good old A. & E. tag from the D. of C. (how about a rebate for that, Casey?).

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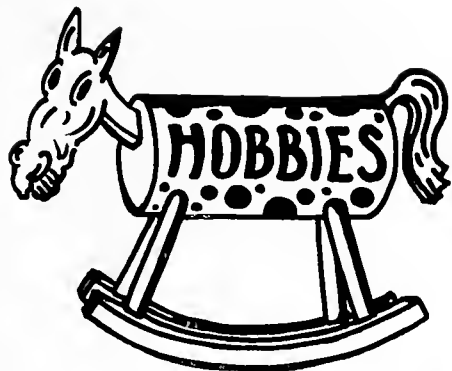


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Fr. 6258



Pictured below are the "Charming Craig Clarks" whose pet hobby seems to be "the Charming Craig Clarks."

You can find these "love birds" running around loose most any week-end and how they do it we can't figure in view of the fact that they will celebrate a wedding anniversary next month. Maybe that Mt. Helix wedding has something to do with it. Why don't you kids come down to earth and fight like regular folks.

Jerry Swartz, Inspection Clerk, spends all his spare hours building solid scale models of airplanes.

His detail work on these models is next to perfect and he has never had any trouble disposing of his finished work.

At this time he is building a gas driven model and should have it in the air soon.

Look him up on your next trip thru La Mesa and prepare yourself for a real thrill for this boy's models are something to see.

"Bud" Buffat, our hustling mail department head has about as wide a selection of hobbies to ride as any 6 boys we've ever heard of. With his registered wire-haired terrier "Smokey Ken" you can find him fishing during spells of "fairer" weather and he'll be using a beautiful set of tackle, every piece of which he made up himself.

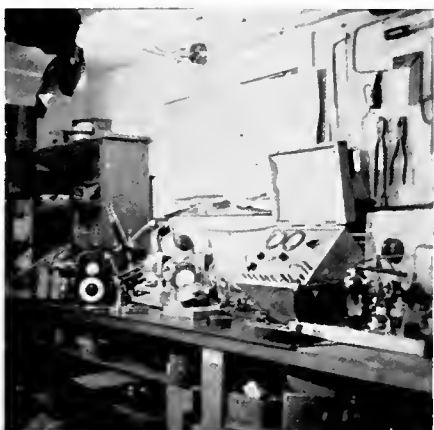
At home he has his own workshop and has turned out lamps, tile top coffee table, smoke stands and end tables.

To fill in his spare moments he does a little gardening and plays tennis and baseball, that is when he isn't putting miles behind him in his new "Chevy". He does all his own repairs as well as keeping all the neighbors' cars running.

A busy boy we'd say.



Although interested primarily in experiments of ultra high frequencies and the effects of these frequencies on both metals and chemical compounds including bacteria, Lewis E. Massie



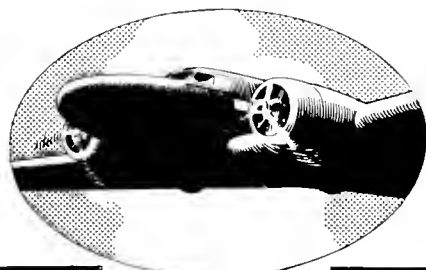
(No. 7028) finds time to do considerable model building. Most of the model work consists of small gas and steam engines, also scale model ships and planes.

These pictures show two views of the small shop in Lewis' garage. One view is of the metal lathe and wood-working equipment and the other is the electric bench with a setup of three oscillators, 5-8-12 meters, with meters and microscope. Lewis says that the shop brings in enough money through the sale of diathermy equipment to meet overhead and purchase new tools.

What's your hobby?

If it is firearms, see Clark, Richards, or Crouch of Tool Room. They are experts and know guns.

The arrival of Mrs. Katherine Seaderquest, mother of Conrad (Sheet Metal) and Walter Seaderquest, is expected Saturday, March 6th, from Buffalo, N. Y. Mrs. Seaderquest intends to pay an extended visit to her two sons who reside in San Diego. This is Mrs. Seaderquest's first trip to California, and her two sons expect to show her all the sights of Southern California. Conrad cordially invites all friends to call on his mother and brother.



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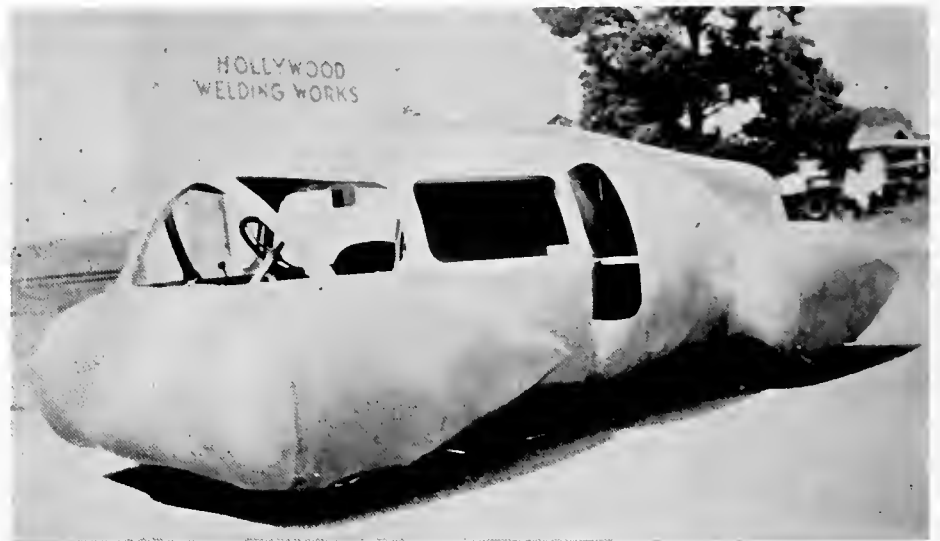
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THE list of CONSOLIDATED men who do, and have done things of unusual and constructive note seems never to end, for now it comes to light that Norman Veland, energetic Experimental contact man completed in June of '35, a super streamlined automobile of unusual design and originality. And this, largely by the use of only a hammer and sandbag for the attaining of its smooth contours. Veland, besides filling his days lending his efforts to the Experimental department in his capacity as contact man, four nights a week additionally aids a group of approximately 200 ambitious CONSOLIDATED men enrolled in his evening high school classes in layout and sheet metal work.

The streamlined auto was built around a Chrysler 66 chassis and motor for Allyn Streur of Los Angeles and seats five persons. It is really streamlined for it not only boasts in

its all dural construction a solid "turret top", but an inverted turret top on the bottom, thus additionally aiding it to slice its way thru the air at a speed which has been estimated at 100 miles per hour. The streamlined pants as shown in the snapshot are faired into the body or fuselage. The motor is in the rear while the driver and his controls are all located in front on the left. Four months of patient work were required in fashioning and fitting the various body parts. There are two seats in front and a seat of generous proportions seating three in the rear. Ample vision is provided thru means of pyralin windows. The radiators, for there are two of them, are on either side in the rear and the exhaust is out back. Carrying the plan of streamlining even to aid at high speeds, a fin is built into the design to give dynamic stability.



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### Wedding Bells on our Birthday

We wonder if Harry Campbell our Chief Electrical Engineer had that in mind when his betrothal to Miss Alice M. Gurtler of La Jolla was announced for September.

Whether or no, Harry, we extend our hearty congratulations to you both.

"Lang may yer lum reek and yer pat bile." Scotty.

Lieut. W. R. Robertson, 33d Pursuit Squadron Langley Field, Va., flew a CONSOLIDATED PB-2A airplane up to 39,200 feet and remained at that altitude for approximately 20 minutes.

—Air Corps News Letter.

### Paging Jack Frye!

"We visit CONSOLIDATED" is the title of a story appearing in the February issue of the Skyliner T.W.A. House Organ. Ye Editor would gladly reciprocate with T.W.A.'s story if T.W.A. will furnish the passes.

### Transfers

Bill Jensen from Surfaces to Experimental Department.

Al Marinick from Parts Inspection Crib to Machine Shop Inspection.

"Joggle" McCune from Bulkheads to Experimental.

The boys all hate to leave their old playmates but are enjoying their new positions.

## Night Wings

**B**OB "Cheerio" Hague is in the Mercy Hospital recovering from an apendectomy. Bob was stricken on the job. Says he knows how the ladies feel on these last minute auto races with the stork.

Mel Kruger proved himself to be excellent material for the Olympic Diving team. He staged an exhibition performance recently and the form, timing and originality of his combination jack-knife, half gainer and cannon-ball, executed from the running board of his car to the center of the parking lot "Frog Pond" was beautiful to watch.

John Bananas Guthormsen recently loaned his car to a local gin mill butterfly who wanted to run home and see if mother was feeling better. Where the car went he knew not. Long, long afterwards in a lot he found his chariot not safe and sound but with all four tires flat on the ground and of accessories bare.

Alvin Stratton, keeper of the spar rivet boxes, insists the company should send him to a boxing school and furnish him with a catcher's mask and football helmet and baseball bat in order that he carry out his job to the utmost efficiency.

Casey Jones recently bet Rajah Gibson "The King of Siam" that he could put a pool ball in his mouth. Casey won but he was unable to come to work the next day. He couldn't get it out. No. 4337.

"Butch" Robbins (No. 1548) was transferred to the Experimental Department February 17th to work under Earnie Hodgson. He says he likes his job and is doing fine. Keep up the good work, Butch!



Eddie Jones, the dyed-in-the-wool bachelor, is having some fun these days kidding Frankie Fields about his approaching "I do" picnic. It appears that poor Fields doesn't get much of a chance to offset Jones' continual ribbing. Never mind, Frankie. Jonesy is pretty close to the brink himself. Did you know that while Jones and I were in Buffalo at Christmas-time he spent a great deal of time with a certain young lady? Confidentially Frankie, it will be Jones in June. No. 1953.

## Struts and Putts

**M**ICKEY "La Dee Da" Burleigh was seen playing golf at Presidio Hills on a certain Sunday morning. I wonder if Mickey would tell us why they let chickens run around the fairways. Or was that one of the nearby yards Mickey was looking for the little pullet, I mean "pellet" in?

Al McLean, the lead man in the Argentine crib, does not like to have anyone discuss the subject of "hats" in his presence. By the way Al, don't you think that it is a little late in the season for umbrellas?

Tom Hart was seen at a certain Sorority dance at the Thursday club with a very nice-looking partner. How about an introduction, Tom?

The Wing Department seems to have the pick of the pugilists with "Honey" McLean, "La Dee Da" Burleigh, "Coffee Nerves" Bohley, and Art "Toady" Duncan heading the list. These four, and others not known to the writer, could headline an old-fashioned smoker. What do you say fellows?

The CONSOLIDATED Orchestra should look up a certain crooner in the Wing Department for use as a vocalist. Fred Boyle, stringer extraordinary, would gladly help in the search.

A certain Oldsmobile convertible coupe seems to have a very good "pick-up". The owner must have got the horns on the radiator from "Tex" Kelly. How about it Eddie?

Hats off this week to Miss Grace Holmes in the Personnel Department. Grace made a host of friends in the role of receptionist at the Exposition and her charming manners and efficiency are well known to all who have come in contact with her here and on the outside.

Ho hum, I wonder if Mickey will ever SOLO?

Ted Laven, 4631.


The Timekeepers have lost one of their best men now that Cash Stall has been transferred to Experimental as layout man.

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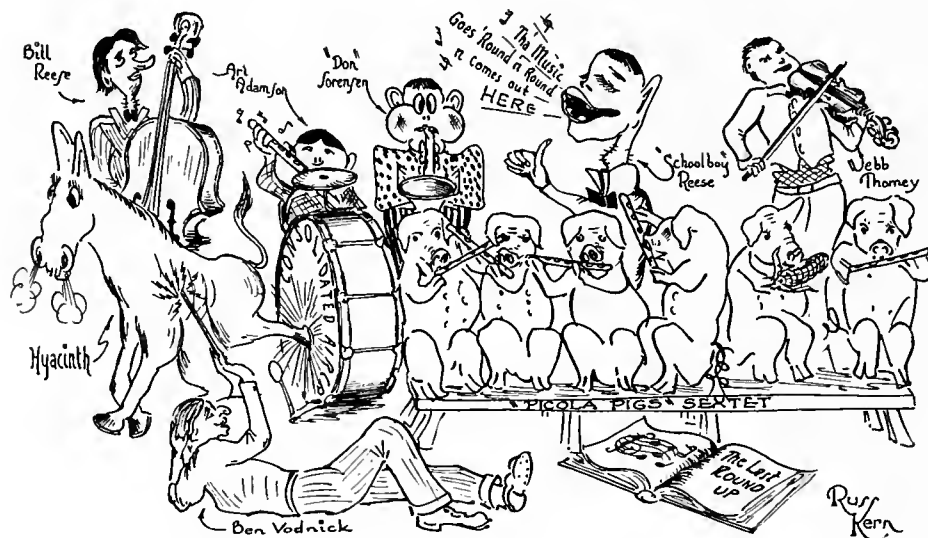
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# TOOTS From the BAND!



THE CONSOLIDATED Band turned out twenty-eight strong and played for the Basketball games at the State Teachers' College on Wednesday, March 3, 1937, making its *First Public Appearance*. (On rather short notice.)

Playing a few Marches between the halves and between games, the boys pepped up the evening for everyone. Players and spectators alike, have received many compliments on both the size of the band and the quality of the music.

An orchid to our leader, Charlie Sproul, No. 7159 in Final Assembly, for turning out such a good band after so few rehearsals. Charlie has really put in some hard work and many hours of his time and is to be congratulated for the success of the organization.

The Band is growing steadily and we soon hope to reach our goal of seventy-five members. Starting with fifteen at the first rehearsal it has grown to over forty active members. We also have about twenty-five inactive or prospective members. There have been about twenty-five men who have turned in their names as desiring to join, but so far, have not put in a personal appearance. If all of the men who have shown an interest in joining the band would come out we would have over seventy members. Come on all of you fellows, who play an instrument or have played! Come down to Thearle's Music Company! 7:00 p.m. every Thursday evening. Join the fun! At present we are in need of clarinets, basses, drums, altos,

trumpets, in fact, we can use anything, even down to the lowly bazooka!

The Band can hardly be expected to turn out for every Athletic Contest as there are several weekly; however, we do hope to turn out for the more important games and auspicious occasions.

At present we are planning to play some noon hour at the factory. It will probably be before this even comes off the press!

The Orchestra, so far, is just a group of the more active members of the band who wish to rehearse twice a week instead of once. Its membership is *unlimited* and all one has to do to join, is to come down to Fender and Herzoff Music Company every Tuesday evening at 7:00 p.m.

MAJOR FLEET is behind our organization 100% and has promised us \$100 to start our Music Library. He wants a First Rate Band or none at all. A First Rate Band he shall have! In fact, we have one now!

Let's go, all of you musicians! The time: Every Thursday evening, 7:00 p.m. Place: Thearle's Music Company, 640 Broadway. Be there!

J. S. Curtis, 5033, Hull,  
Secretary of Band and Orch.

Papa: "I think I'll go downstairs and send Nancy's young man home."

Mama: "Now, Elmer, remember the way we used to court."

Papa: "I hadn't thought of that. I know damned well I'd better go down and send him home."

A lot of auto wrecks result from the driver hugging the wrong curve.

The Kenosha (Wis. pop. 341) Apple Knockers composed of CONSOLIDATED "Hullers" and featuring "Schoolboy" Reese, Webb Thomey and his "Picola Pigs Sextet" are practicing hard every evening and if you don't believe what we tell you call up their neighbors out Ocean Beach way.

Several landlords have entered complaints and rents are being lowered each day.

The boys feel that if bowlers, golfers and basketballers can have leagues why shouldn't bands so they challenge any other department which can boast of a band to meet them at twenty paces or whatever they use in that sort of thing.

The use of "Hiacynth" has raised some question about cruelty to animals but Ben Vodnick feels you couldn't be cruel enough to that "mule". He had to train her.

"10 Forty."

## Spring Dance April 10th at Mission Beach Ballroom

RIGHT now make a red mark on your calendar for April 10th. It's the date of CONSOLIDATED'S first big dance of the season. And who wants to miss THAT!

Remember the dance we had last December? Well, this one is going to be even better. Joe Braun, Bill Bowlen, Herb Allison and Eddie Caldwell are the Committee, with Don Frye as Chairman and the tentative program they have outlined includes music by a darn good orchestra, door prizes and a lot of surprise features to go along with the dancing.

As usual, admission is free to CONSOLIDATED employees and their families.

All in all, it's something you want to be sure to attend.

April 10th—Mission Beach Ballroom.

## Same Club

A club within a club has been formed by members of the San Diego Club who are employees at CONSOLIDATED. This club is a non-dues paying organization to promote athletic games and enable members to find partners and competitors for sports in which they are interested.

Further information on this new organization may be obtained from the San Diego Club or from Al Abels, president of the club within a club.

Why does Hank Golem call the Inspectors "little robins?" What happened to the cartoonist that was sending such fine work thru?

# Drama at the Ice Box, or Cactus-Face Elmer Rivets Again

By A. E. CLEMENT

**E**LMER QUINCY RIVETTE, loud and angry like: "You got those rivets yet?"

"What rivets," drawls his assistant emerging for a time from the fog. At this Rivette tears his hair and lets his helper have it with both barrels to wit: "Look, you dumb lug. Concentrate. Whip over to the ice box and ask the rivet boy for some 3/32x5/32 flat heads. And make it snappy."

Two hours pass while Elmer Q. tries to explain to the lead man just why he is standing around with his teeth in his mouth doing nothing. Finally the helper returns and Rivette, foaming at the mouth and waving his arms wildly, mutters in a choked voice, "Load 'em in you very poor imitation of a crippled snail, and have your bar squarely on the head or else . . ."

Elmer and Co. work till noon with gun and bar. When the noise dies down Elmer smiles because he knows full well that he has broken all existing records for speed rivetting. Elmer beams at his helper and proceeds to call the lead man and numerous colleagues together to show how quality need not be sacrificed to speed. All look on amazed. The company circles the piece to congratulate buckler. Rivette utters piercing scream and slumps to the floor.

His helper has put washers under the heads of every rivet.



Miss Helen Hastings Renison, weight seven pounds, made her debut into the world at Mercy Hospital, on January 13, 1937. She is the pride and joy of her parents, Mr. and Mrs. William H. Renison, Jr., and her brother, William H. Renison, III, aged four. Papa Bill, CONSOLIDATED'S able Cost Estimator, failed to live up to his reputation as a prognosticator when he predicted the new-comer would be a boy. Despite this error, however, he seems to be bearing up remarkably well and his frequent references to "My daughter—" or "My son—", would lead one to believe that he is very happy with his family! Late, but nevertheless sincere, the CONSOLIDATOR extends congratulations to Bill and Mrs. Renison.

## In Our Reflections

How many of us have given a small amount of time and reflection to our job?

No doubt, most of us see reflections in the other fellow's job and think, "What a Lucky fellow." The grass on the other side of the fence is the greenest.

In the morning, this fellow starts out. Full of hope—the factory whistle blows—fellows with full lunch pails running here and there—and production's wheels turning, but not for him.

To his family he returns, his dragging footsteps are heard clearly, indicating another fruitless and jobless day. As much as they dislike it, his family's heartfelt actions are shown.

Time goes on! The jobless man loses faith, his morale is gone,—he feels the niche in the working world rightfully belongs to him, it has been filled by someone else.

Let us look at our job, in our reflection! Hear the morning whistle call to us. We've work to do; with peace of mind; regular pay; clothes; food; shelter; opportunities; and holiday occasions. Well, we've earned our sleep!

Our jobs are taken as granted. We fail to see how it would be not to have our jobs. Now, is the time to reflect and appreciate our jobs. See your reflection as others see it.

W. C. Gilchrist, 808.

San Diego traffic cop, bawling out an unassuming lady motorist:

"Don't you know what I mean when I hold up my hand?"

She, meekly: "I ought to. I have been a school teacher for 25 years."

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## Believe It Or Not!

CONSOLIDATED's Experimental force boasts a "Believe it or not" man, who, among his other accomplishments, has the unusual distinction of having made Ripley's famous syndicated feature by stretching a penny into a teakettle. This would lead one to believe he had Scotch ancestry, but since his name was originally spelled, in the country of his birth, Heinrich Schmitz, Germany is the more likely, and Germany it was. Henry Schmitz was born in Elberfeld and it was here he learned his trade of metalsmithing, which has largely been his vocation and apparently always his hobby. The teakettle which Henry carefully made from a single Lincoln penny was made with tools of his own fashioning and the patient laboring of some 85 hours of work. The teakettle is complete, seamless, workable in every detail, and just as a sign of his exceptional skill, he left the complete head of Lincoln intact on the bottom! He has fashioned three other pieces from Lincoln pennies, leaving the head unchanged in each instance. These are a ring, a flagon and a punch bowl. To go with the punch bowl he even fashioned a minute spoon in exact proportion for the bowl.

Mr. Schmitz was for 14 years a foreman with the Hans-Lloyd Automobile factory in Germany, in charge of metal, tube bending, body and

welding work, then for 7 years he was in business for himself, specializing in copper and aluminum for chemical factories, breweries, paper factories, sugar refineries, etc., making special stills and similar equipment. Only as recently as 1928 did he come to this country, finding employment with the Chance Voight of Long Island in airplane metal work and later with the Ed Cairns aircraft factory of Connecticut. In this he spent approximately six years. He was in business for himself again for a time doing automotive body work and special copper and aluminum work for perfumery manufacture, etc. Then he was secured to work in the experimental department of Chance Voight at metal work and welding. It was last May he came to San Diego and CONSOLIDATED, starting in the sheet metal department and later was transferred to the Experimental where he is leadman of the metal bumping.

Mr. Henry Schmitz has spent many years in perfecting his skill and adding to his craftsmanship in metalsmithing, a few examples of which Otto Menge has photographed for reproduction here, giving some idea of his artistry, but to fully appreciate the miniature pieces it is necessary to actually see them.

Earl Woolsey (No. 1249) and Miss Thelma Backstrom were united in marriage at the First Baptist church 4:30 p. m. on St. Valentine's Day. A reception was held immediately afterwards for close friends and relatives at the home of Mr. and Mrs. Einar Juell, 1829 Sunset Blvd. Mr. and Mrs. Woolsey are now at home at 3068 Ivy St.

Earl wishes to thank all those in Earnie Hodgson's group, Tool Room and Pattern Shop, for the beautiful lamp.  
Bob Abels.



## ... Team Work

Three men on a Railway and Supply Company's ball team were going home. The age-old debate of "who produces the value" was on. Matt, a factory hand, started it. "Where would you two men be if we workers weren't producing the goods? Yet we get only the short end of it." "I wish I had your nerve," said Dan, the star salesman. "Your air brake is worthless when you've finished it. It merely takes up space in the stock-room, earning nothing until it is sold. I'm the one who exchanges your air brake for the dollars with which you and I are paid for our labor." The third then chimed in, "You're both right and both wrong. As Assistant Auditor, I see the whole picture. You men forget that a chair will not stand one one leg neither will it stand on two. It takes four legs, all cooperating, to make the chair serviceable. The first leg is Money for the factory, machinery, and raw materials. The second leg is Management—to plan, to lead and to direct every move. The third leg is Matt and his fellow workmen who do the actual work on the material. The fourth leg is Dan who sells it. It does not stop there. None of these legs could stand up unless they were held in place by the seat,

which is our department. Where would all of us be, unless we watched credits and collected the money to pay worker, clerk, salesman, manager and even the people who have invested their money in the business? You see, we all need each other. Team-work, cooperation, or whatever you call it. The old chair will not stand up unless we all work together!"

—Excerpt from General Motors Corporation Executive Training Program.

## "The Value of a Smile"

It costs nothing but creates much. It enriches those who grieve without impoverishing those who give.

It happens in a flash and the memory of it sometimes lasts forever.

None is so rich he can get along without it, and none so poor, but it benefits.

It creates happiness in the home. Fosters good will in business and is the countersign of friends.

It is rest to the weary, daylight to the discouraged, and sunshine to the sad and nature's best antidote for trouble.

Nobody needs a smile so much as those who have none to give.—Truth.

W. C. Gilchrist, 808.

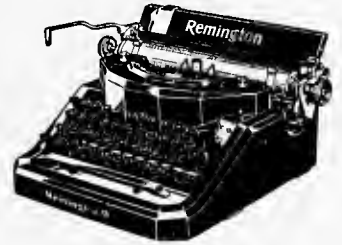


SAY YOU SAW IT IN THE CONSOLIDATOR

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MORNING AND NOON

Parking Lot at Employment Office

# What's Your Local Number

By WM. A. MALONEY



J. M. REED

ON Monday morning, February 22nd, when we reported for work, brand new dial telephones and a new inter-office telephone directory were found on each desk. After completing the first preliminaries of determining whether or not our individual names were spelled correctly in the directory, and memorizing the simple operating instructions, we were ready to "go to town" and make the most of a vastly improved telephone system.

Early in 1936, even before any of the new plant additions were completed, our original telephone system

began to prove inadequate to handle the traffic imposed upon it. With approximately 80 interior telephones, fifty percent of which were in almost constant use for inter-plant communication, and another twenty-five percent continually in use for outside and long distance calls, the demands on both switchboard and operator were beyond the physical possibility of efficient fulfillment.

The Traffic Department of the Southern California Telephone Company instituted a series of traffic surveys during the summer, and from these surveys it was determined that it would require 1.86 operators to handle the traffic effectively if the present manual system were retained. These surveys also disclosed that the bulk of traffic was intercommunicating traffic, which could be handled more effectively by machine switching, thereby making it possible for one operator to handle outside and toll traffic without unnecessary delays.

Incidentally, an orchid to Blanche Davis for her unflinching even disposition and good humor during those last few months before the change-over, when the old system was expanding daily, and when, in addition to the task of trying to satisfy us all, she also had to submit to the annoyance of working with from one to three telephone men behind, under and on top of the switchboard making changes and installing new lines day after day. Those of us who lost our patience occasionally when the service was not up to our ideas of what it should be, had no conception of the difficulties under which Blanche had to work.

Early in November, after the various surveys were completed, checked and double-checked, an order was placed with the Southern California Telephone Company for the installation of automatic machine switching equipment (dial phones to you) which would adequately care for our present needs, and which would be capable of expansion to handle our requirements for years to come.

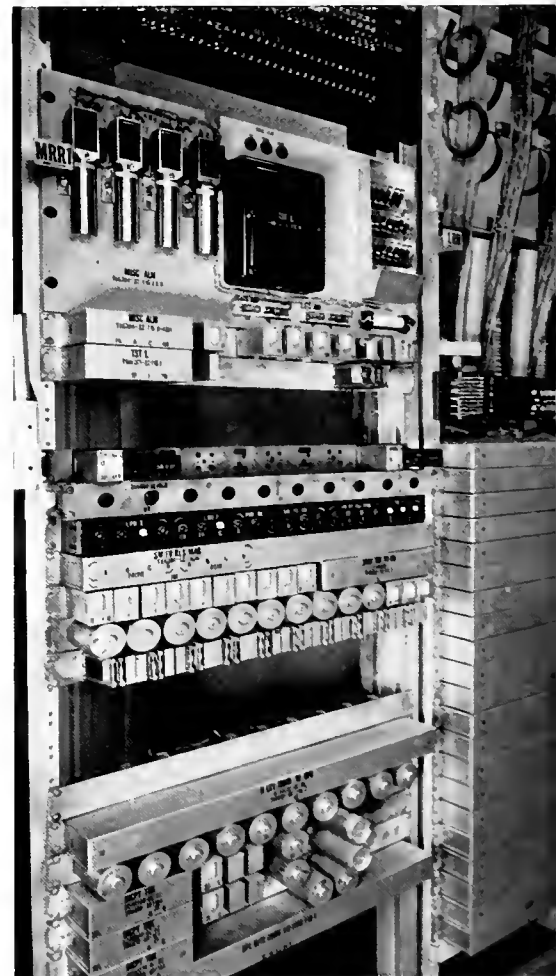
When the work of remodeling the Old Engineering Department to provide additional office space was planned, there was provided a telephone machine room to house the machine switching equipment, and a new room was provided on the south of the lobby for the new switchboard. Relocating the switchboard not only

relieved the congestion within the lobby, but also made it possible to perform all of the highly intricate work of installing and testing the new equipment without in the least interfering with the operation of the old system.

On January 6th of this year, the installation forces of the Western Electric Company, consisting of G. E. Warner, P. J. Carr, H. Goodwin, H. Anama and R. I. Jackson, all under the able supervision of J. M. Reed, Installation Foreman, moved in and went to work. In the short space of 33 working days, the entire installation was completed, including the changing over of approximately 170 telephone instruments to dial type. This latter work was performed, without interruption to service, by the installation crew of the Southern California Telephone Company headed by Ed



WM. A. MALONEY



SAY YOU SAW IT IN THE CONSOLIDATOR

# er?—I'll Call You Back!

## Plant Engineer

Hadley, Installation Foreman and consisting of Walter Gregory, Repair Foreman, Walter Kanzius, "Bob" Stockton and "Roddy" Marshall, Installers, and Henry Jahn and "Jack" Shine, PBX Repairmen. In addition to the instrument change-over, the Telephone Company's crew also handled the countless changes and additions to the telephone system which were made necessary during this same period by the extensive rearrangement of the offices, most of which were, of necessity, performed on short notice. The teamwork displayed by both the Western Electric Company's and the Telephone Company's forces was exemplary. So much so, in fact, that very few in CONSOLIDATED'S organization knew what was going on "behind the scenes" from January 6th to February 20th.

The machine switching equipment



installed has an initial capacity of 200 lines, and can be increased to 300 without any physical change in the frame structure. By adding additional frame sections, the capacity can be increased to 1000 lines before exceeding the limitations of the present telephone machine room. In construction and operation, the machine is identical with the equipment used in the central offices of the Telephone Company. It is entirely automatic in operation and includes an automatic power plant for charging the station batteries, which is controlled by voltage type relays which throw the batteries "on charge" and "on line" as necessary. A complete system of relay-operated alarms, in the Telephone Company's central office, gives warning of blown fuses, inoperative relays or any other indication of faulty operation, bringing the "trouble-shooter" into action immediately, and in most cases, before anyone at CONSOLIDATED even suspects that there is anything wrong with the telephone service.

There are seven central office trunk lines, two of which are reserved for outgoing calls, so that it is possible for five incoming calls to be received at one time, as rapidly as the operator can handle them. For internal communication, there are five trunk lines for each group of 100 station lines, so that if you were to dial 272 for instance, it would be necessary that there would be five conversations taking place simultaneously in the 201-300 group at that particular moment, and unless your instrument were in the same group, five more conversations in your own group, before you would receive a "busy" signal by reason of the trunk lines being occupied. Barring the fact of the station you are calling being busy at the moment, you have a 90% chance of completing an internal call the first time it is made, and it will be completed in a much shorter period of time than if a human operator handled the call.

There are also five "Attendant's" trunk lines, which connect you with the switchboard when you dial "O", which is when you hear the phrase used as a caption to this article. In order to conserve space, dial type PBX boards are not equipped with signal lamps for each station jack as in the case of the old style manual PBX board. Another reason for this omission is that the major use for the station jacks is to complete calls originat-



ED HADLEY

ing outside the plant, inasmuch as all internal calls are completed automatically without the services of an operator. Consequently, when you dial "O" in order to secure an outside line, a signal lamp is lighted at one of the "Attendant's" trunk jacks, to which the operator responds without knowing at which station the call has originated. Therefore, it is necessary for her to identify your station, unless your voice is familiar to her in which case station identification is an automatic process, before connecting you to a central office trunk, thru your own station jack and thereby releasing the "Attendant's" trunk for the next "customer." (Warning: If Blanche knows your voice, don't forget to tell her on those occasions when you are calling from someone else's phone.)

(Continued on page 40)



BLANCHE DAVIS

A bewildered man entered a Ladies' Specialty Shop.

"I want a corset for my wife."

"What bust?" asked the clerk.

"Nothing, it just wore out!"

W. C. Gilchrist, 808.



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## Bits from the Bench

Our dare-devil Steve Matusek has gone Hollywood. Last Sunday, March 1st, Steve was filmed performing some of his best feats; taking turns wide open and fairly churning the water of the bay into foam with his speed boat.

Racing in class B competition, Steve placed a close second some time ago at Salton Sea. Since then he has tuned up his motor and feels sure that he can take anything on the Pacific Coast. Being ready for all comers we look forward to hearing more of him.

Warren Seely caused quite a furore a few days ago when he hauled out of his vest pocket what appeared to be a toy Saxophone. Jim Wilkeson was handy with a package of tobacco and suggested that he try smoking it.

Not to be daunted our hero loaded it and proceeded to entertain the gang out front during the lunch hour.

He explained that the toy really was a pipe. His son had purchased it while touring in Germany last summer.

The Bench Department feels the loss of the clerk, Paul Krieger, who returned to Buffalo. We are sure that George Young is satisfied that the work is being carried on in the same efficient manner but no one could quite come up to Paul when it came to fish stories. He had promised me some fish this summer too!

McCleary no doubt will feel the loss of Craig Clark, who has been transferred to the Wing Department to take charge of the dispatching there. Craig did a good job here and we know that he will keep the wings flapping.

No. 729.

One of the boys reports that the snow got so deep up through Montana this winter that they had to turn the cows upside down to milk them.

Another reports that where he came from in Arizona during the summertime the grass-hoppers all carry sticks to crawl up on to cool their feet occasionally.

## Guess Who?

By G. E. Gunderson

**L**ET'S play a guessing game, just for fun, today

Does anyone know who the forgotten men in our plant are?

We hear from Final Assembly, Wing Dept., Hull and all the rest; but one is silent.

Strange too, because the members of this department are here and there and are seen by the rest of us more than the men of any other department. Yet for all their gadding about they have no pals; at least one never sees them paling around with any of the gang.

Perhaps it is the nature of their work; for they have one of the most exacting jobs in the entire organization.

All of the members of this department whom it has ever been my pleasure to meet, have been genial, courteous fellows; full of little witticisms and anecdotes—but never an unkind word for *anyone*. Helpful too! Their understanding and sympathy with human nature is far greater than that of most of the rest of us; it seems, when one talks with these fellows. Part of this understanding of "us pore humans" may be the result of their work; for they come in daily contact with the absurd, bizarre and curious in human nature.

By the way; how goes the guessing? Or has this bored you?

Does anyone remember seeing the silent fellow at the gate or the man with the clock going quietly about his duties in and around the plant?

No. 4597 (Night Wing).

When you try to get your check cashed, try this one!

"But, I don't know you," protested the Paying Teller, to a woman who had presented a check.

The woman instead of replying haughtily, "I do not wish your acquaintance, sir," merely gave him a glassy smile and said, "Oh, yes, you do! I don't need anyone to identify me. I'm the redheaded hen next door to you, who's imps of boys are always running across your garden. You have to go in the back way when the porch is scrubbed. When you started for town this morning, your wife said, 'Now Henry, if you want a fit dinner to eat this evening, you'll have to leave me a little money.'"

"Here's your money," interrupted the Teller.

W. C. Gilchrist, 808.

# How to Fly a Jenny . .

*Inspection:* It is better not to inspect this ship. If you do, you will never get into it.

*Climbing into the cockpit:* Do not attempt to enter the cockpit in the usual manner. If you do, you will put your weight on the lower wing panel and it will fall off; besides, your foot will go through the wing, probably spraining your ankle. The best way to get into the cockpit is to climb over the tail surfaces and crawl up the turtledeck. Be sure to brush the squirrel and gopher nests out of the cockpit and seats, all the while taking care not to cut your hands on the remnants of the windshield.

*Instruments:* After having carefully lowered yourself into the cockpit and groped in vain for the safety-belt take a good look at the instruments—both of them. The one on the right is a tackometer; it does not work. The other one is an altimeter and did function perfectly until 1918, when the hand came off. Look at them now, for after the engine starts you will not be able to see them.

*Starting the engine:* The switch is on the right; it doesn't work either. However, it does give the mechanic who is pulling the propeller through some sense of confidence to hear the switch click when you say, "Switch off." If, for some reason or other, the engine does start, don't get out to pick up the unconscious and bleeding mechanic; he deserved it.

*Warming up:* Don't warm up the engine. It will only run for a few minutes anyway, and the longer it runs on the ground, the less flying time you will have when the throttle is opened. Don't expose any portion of your person beyond the edge of the cowling. It is no fun to have your face slapped by small bits of piston rings, valves and rocker box covers. Some of these are continually coming out of what was once an exhaust pipe.

*Take off:* The take off is in direct defiance of all laws of nature. If you have a passenger, don't try it.

*The flight:* After you have dodged through the trees, windmills and chimneys until you are over the lake, you will see a hole in the left side of the fuselage. This hole is made to allow the stick to be moved far enough to make a left turn. Don't try a right one.

*The landing:* The landing is made in accordance with all laws of gravity. If the landing gear does not collapse

on the first bounce, don't worry, it will on the second. After extracting yourself from the wreckage and helped the spectators put out the fire, light a cigarette and with a nonchalant shrug, walk, don't run, disdainfully away.

C. A. Svendsen, 7067.

The department of National Revenue at Ottawa received a typed income tax return from a bachelor who listed one dependent son.

The examiner returned the blank with a penciled notation: "This must be a stenographic error." Presently the blank came back with the added pencil notation: "You're telling me!"

## Comments Favorably

FEDERAL HOUSING ADMINISTRATION  
February 24, 1937

Major R. H. Fleet, President,  
Consolidated Aircraft Corporation,  
San Diego, California.  
Dear Major Fleet:

I have just finished reading your editorial concerning "homes" in the February copy of CONSOLIDATOR and the article by Mr. Edelbrock of the San Diego Trust and Savings Bank. I have read a great number of editorials and articles on the subject of home ownership, and I feel that your editorial is one of the best brief presentations of the subject that I have seen.

I wish to thank you also for publishing Mr. Edelbrock's article, as he has very clearly presented the Insured Mortgage Plan. Information of this type should be helpful to your employees, and it is my hope that some solution to your housing problem will be met in San Diego.

Our San Diego Branch Office is now equipped to completely process and commit for Insured Mortgages without having to clear through the Los Angeles office. This has resulted in a lessening of the time required for our acting on a mortgage and also offers more satisfactory service to that community. Mr. E. A. Walsh is the manager of that office, and I trust that you will feel free to consult with him at any time that he can be of service to you or give you any desired information on our operations there.

Yours very truly,  
W. G. Bingham,  
Associate Director.

wgb:jw

# A Home OR JUST a house!

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We have shown hundreds how easy it is to build their own homes.

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Let's  
talk it over!  
TODAY!

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By Dan Miller, Clerk

**G**REETINGS and Salutations! Spring fever must be getting me. My thoughts keep wandering to some nearby beach, on whose white sands some fortunate folks are basking in the warm sun, with never a worry or a care. Ah! for the life of a millionaire! But, to get back to the machine shop news, here we go on another month's activities in our department.

The first night crew has held two successful rifle shoots during the past two weeks and those mighty nimrods are beginning to get their target eyes sharpened and their gun barrels straightened and are ready to pile up some mighty fancy scores. Both shoots were won by Jimmy Conniry, grinder operator. Some of the boys on the day shift say they are waiting for the night gang to get plenty of practice so they won't have any alibis when they get beat by the day crew. It looks like

rifles will be popping all over the place before long and it may end up in one of them thar hill-billy feuds. May the best man win!

Carl Liebig, night turret lathe operator claims he can sing a song that will make a chill run down your back. We have been wondering if that was the reason he was asked to move from the neighborhood.

Some people go a long way looking for trouble. Don Benson, second night shift lead man, drove to Albuquerque, N. M., to get married this past week. Congratulations, Don!

Many babies have been born in the machine shop families but Hunt, night mill operator thinks his is the smartest, he never has to resort to pinching to make it cry. Fields Painter claims his baby is the most intelligent, she can cry without any coaxing.

Rochon, drill-press man, has been on his ranch in Arizona for a few days, it happened to be coyote round up time.

The Machine Shop Bowling Team pulled up into a tie for first place and then because they had pity on the Timekeepers they let them have three points. Our team is now two points from first place and are going to go over the top in the next few weeks.

Our Basketball Team (well, we have five men) is getting a rough going over from the teams we have played so far, but there will come a day when we hope to rise to new heights and finally win a game. Everyone concerned is having a lot of fun out of playing. Henry Golem, our foreman, has a good plan that is, to take some of our ex-wrestling champs, Jimmy Patton and Harry La Bar, along with such huskies as Louis Peters, Harry Miller, Louis Westphall, Dave Ingalls, and Joe Deckert and let them start each game. They can stay in long enough to cripple the opposition beyond repair, and then the regular team can go in and win a game. We'll have

to try that out when we play Planning.

Dan Mann, drill-press leadman goes in for surf fishing in a big way. He is out on the beach during most of his spare moments and at night by lantern light. He has had some good catches and we are all waiting to be invited to a fish dinner.

Fred Otto, dapper clerk says that he is thinking of opening a physical education school, where you are either guaranteed to be a young Hercules in three months or a total wreck. All you have to do is help him tote some of that big chrome moly and stainless steel, not to mention aluminum alloy bar, he lugs around every day. As an added attraction he will let you carry five or six bars at a time, three feet lengths of 1 1/4" Heat Treated Hex Chrome Moly down from Heat Treat every day to sort of limber you up for the real work. It sounds like a swell idea but I am afraid Fred could not find many customers.

Our daily noon-day bull sessions are getting wilder and wilder every day. Frank Wallace, tool crib man, usually acts as master of ceremonies and chief heckler and is aided by Bob Williams, Jimmy Patton, Bob Sedlock, Walt Koenig, and Sam Williams, plus many who just sit around with their mouths wide open absorbing it all and agreeing with some tales and disagreeing with others. On some days we have the rare fortune of being honored by the presence of that master of all masters at the art of bull throwing, Mr. Benny Kiegle, of the Welding Department, and then the fireworks really start to pop. Some rare stories are told which push John Bunyan and his Blue Ox right into the background. I have been in Buffalo several times, but now after hearing some of the stories told, I doubt very much whether Buffalo is in the United States, it must be in Mars or one of the other planets. I have never heard of another city, town or hamlet, that could even begin to come up to the stories I have heard about Buffalo. There are some real loyal sons of Buffalo in our midst, even if they do let their imaginations and tongues run away with them once in a while.

That's all there is, there is no more, and until next month.

So-long.

"Look here, I bought a bottle of your hair restorer last night and all it's done is to raise bumps on my head."

"My gracious," said the beauty doctor. "We must have sold you a bottle of bust developer by mistake."

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# "A Woman's Point of View"

**A SHORT STORY** By Bonita Miller

ANN BELLKNAP hurried down the Mellville station platform as the 5:52 pulled in.

Ever since their marriage, she had driven her husband to the station each morning and met him each evening when he returned from business. Only illness had interfered with this custom and many of Ann's friends wondered at her faithfulness. They did not know that these times were the happiest of all for her. The drive to the station each morning with Dick at her side, kissing him good-bye and seeing his tall, husky form emerge from the small crowd of commuters each evening. There was always so much to talk about on the way home. Small incidents about the house and children, or intimate things about Dick's business that had happened during the day. The Bellknaps were considered an ideal couple who had risen from small circumstances to prosperity in the past eight years.

Ann called a cheery "Hello" to friends as they hurried from the train. Peering for Dick's laughing face among them, an anxious little pain tugged at her heart. The crowd was thinning and he had not appeared as the last person alighted and the conductor called, "All aboard."

"Dick was not on the train tonight." Ann turned to face Jean Adams, one of the younger married girls in Mellville. "In fact," Jean continued, "I saw him at the station when the train left. He was with a woman and must have decided to wait over for the 7:10. They were walking toward the gate when we pulled out."

Ann's heart turned to ice. She clutched the fur collar of her coat closer to her throat, as if to suffocate the fear that was forming there. Of course there must be some explanation, but above all, Jean Adams must not know how she felt.

"Thank you, my dear," she smiled sweetly. "I didn't really expect him. Dick said he might stay in town at the last minute, as his sister has just returned from Europe." A poor lie she thot, but it would do for the time being.

"Oh," exclaimed Jean taken aback. She had always been a little envious of the Bellknap's happiness and hoped that the bit of news she had to impart would at least give Ann something to think about. "Well, she's a beauty. You really should have her

visit you and give the Melville bachelors a treat. So long," sang Jean as she tripped gaily down the platform.

Hurrying home through the October dusk, Ann's thots were in chaotic confusion. Naturally there would be a message when she reached there. She had been out since three o'clock and no doubt he had called in her absence. She drew up in front of her house and dashed in as Jenny was taking the children upstairs.

"Oh Mrs. Bellknap, Mr. Bellknap just called to say he couldn't get back tonight. Business kept him in town, but you're to meet him at the usual time tomorrow."

"Did he say where he was staying, Jenny?"

"No Ma'm, just to give you and the children his love."

There was little sleep for Ann that night. Over and over again she tried to find the answer to it all. Who was this woman and why was she keeping him in town? It couldn't be true! Dick cheating and lying to her after all these years. The more she wondered, the more confused she became. At last toward dawn, sleep came to comfort her.

Once more they were seated in the roadster driving home. She stole a side glance at her husband. How white and drawn he looked! As yet, he had spoken only a few sentences; inquiring about the children; saying he was sorry business had kept him in town. Not a word about the woman who had accompanied him to the station. She wanted to scream; to tell him she knew all, that his face gave him away. Only once before had she seen that haggard look. The time when she had had her first child.

Ann slowed the car down. She mustn't let her nerves get the best of her. For Dick's hand was covering

hers. Now it was coming, the explanation, the confession. Anything to break this terrible suspense!

"Little Ann," Dick said softly. "I have something to tell you. It's going to be hard. That's the reason I stayed away last night. I was afraid to face you until I had had time to think things over."

Trembling from head to foot, she was having trouble controlling the car. Again he was speaking.

"Dear, I'm wiped out; clean broke. The company has failed. J. D. turned out to be a crook and got away with most of the funds. We may save a little but I doubt it. My dear, do you know what this means? Everything must go. The house, Jenny, Norah and our car. I will have to begin again."

Drawing the car alongside the road, she looked at her husband. "How terrible Dick." She couldn't seem to think clearly. It was so different from what she had expected. He was in financial trouble and needed her. Still not a word about the woman who was with him last evening. Had she been comforting him, playing the part his wife should have taken?

Her thots were interrupted by Dick's tired voice, "It's going to be hard dear. Do you think you can buck it? It's pretty tough on J. D.'s wife too. Poor woman, she knew nothing about his crookedness. It's completely knocked her out. She drove me to the station last night before I decided not to come home. Having some money of her own, she wants to do something. Feels that she should make amends to you and the children. Of course—" but Dick was startled by Ann's sudden gale of laughter.

"Why darling, what's the matter?" he asked in surprise.

"Oh Dick, I think I'm just happy."

"But why? I don't understand—"

"You never could Dickey dear. It's just a woman's point of view."

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# Welcome Home, Bill ... San Diego to Honolulu to San Francisco to San Diego by Air

... By **BILL WHEATLEY**

THE Navy's mass flight of twelve PBY-1 airboats from San Diego to Pearl Harbor in 21 hours, 48 minutes, was by no means, a speed record. While these twelve CONSOLIDATED planes were bucking strong headwinds, a Pan-American clipper was flying in the opposite direction to Alameda, California, and made the flight in approximately seventeen hours. To the newspaper man and the layman, the Navy's flight, perhaps, was a little disappointing. If, aided by strong tail winds, the flight had been made in fifteen hours, the news would have been sensational and would have made headlines all over the world. Nothing is proven, however, by such flights except that, under extremely favorable conditions, spectacular records may be made. To the Navy and airmen, in general, the successful flight of all twelve of the airboats under unfavorable wind conditions, proved that the Navy personnel and the equipment could be reasonably expected to make successfully such a flight whenever ordered to do so. All credit is due the Navy for the successful completion

of the flight made without aid of following winds.

Returning from Honolulu, I was one of 11 passengers aboard a Pan-American clipper which left Pearl City at 2:55 p. m. (Pacific Standard Time) on March 3rd. Aided by tail winds, and flying between 10,000 and 13,000 feet, we arrived at Alameda (San Francisco area) at 7:55 a. m. (Pacific Standard Time) on March 4th, flying time exactly 17 hours. Pan-American Airways has ordered new Boeing airboats for this service, but at present are using three Martin Clippers. These planes are powered by four P. & W. Twin-Wasp engines, and are very comfortable, due to a heating system, and sound-proofing.

At night, berths, which are longer and more comfortable than the standard Pullman, are made up. Lunch, afternoon tea, a full course dinner and breakfast, are served aboard at no extra expense. From experience in flying at high altitudes for long periods of

time, the crew have learned to eat lightly, thereby requiring less oxygen and feeling more comfortable than if they had eaten heartily. A few of the passengers who did not know of the relation between hearty meals, high altitude and lack of oxygen, partook heartily of the excellent food served at dinner and shortly thereafter were somewhat uncomfortable. Those who had eaten lightly were not bothered at all. The steward was constantly on the go, serving meals and making up berths, and he was not bothered at all from the altitude. I have flown to over 20,000 feet for a few minutes without any difficulty, but long stretches around 10,000 feet give me a headache and a feeling of being starved for fresh air, particularly if I have eaten very much. If stratosphere planes, with supercharged cabins are ever actually built, the cabin pressures should be equal to atmospheric pressures at altitudes below 10,000 feet.

The safety-first practices of Pan-American Airways are impressive and commendable. When we were about thirty-five minutes out from Honolulu, a spark plug backed out from one of the engines and the pilot, Captain Tilton, immediately turned back. He dumped about 1500 gallons of fuel from the tanks in the seawings. This fuel cost around \$400 and there was no doubt that the Captain could land all right without dumping this load, but from years of service with Pan-American he had been taught *Safety First*. The money involved was secondary to safety in the captain's mind when he made his decision.

Back at Pan-American's base, the spark plug was reinstalled, and the plane refueled. There was still a good half hour of daylight left. One of Pan-Am's rules, however, is that take-offs must be made not later than an hour before sundown. To keep to this rule would mean that the passengers would have to be sent back to town, those coming thru from Manila be put up at a hotel at Pan-Am's expense, the mail and express be unloaded for the night, and new food supplies be taken on the next day. Public Health and Customs inspections would have to be made all over again. The passengers would all be disappointed in having

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their flight delayed one day, and the press would play up the delay much more than if the plane were permitted to take-off.

The Operations Manager undoubtedly knew all of these factors and perhaps others as well. It would cost his company probably several thousand dollars to postpone the take-off until the next day. There was little doubt that Captain Tilton would be able to get away OK if ordered to do so, however, he was ordered to postpone the flight until the next day. We all agree theoretically to the idea of *Safety First*, but how many of us are cool-headed enough to make a decision in favor of safety when it costs money? If we do not, then we are putting *Money First*, not safety. Sometimes one puts *Time First*, not safety. Pan-American realizes that delayed schedules and disappointed passengers, while unfortunate, are unimportant when compared to the excessive and unnecessary costs of one major accident. They really put *Safety First*.

From San Francisco to Los Angeles I rode on one of United Airlines new Douglas DC-3 Mainliners which is powered with P. & W. Twin-Wasps. An appetizing meal is served aboard this plane. The flight takes two hours, while the railroad time is about fourteen hours. From Los Angeles to San Diego takes 55 minutes aboard a Western Airlines Boeing 247. This plane was scheduled to arrive at San Diego at 2:55 p.m. but due to a late start was about ten minutes late. My elapsed time from Honolulu was, therefore, 24 hours, ten minutes, and actual flying time was just under 20 hours. In circling to land at San Diego I noticed the progress that had been made on the fill north of our factory, that the seaplane ramp and apron appeared to be complete or nearly so, that the Coast Guard Hangar had developed considerably since I left 35 days before, and that CONSOLIDATED was painted on the new experimental building on the airport side where all air travelers could see it. The Paradise of the Pacific was nice, but it was good to get back home.

Paul Schneider at the Police Range: "Gimme some stickers." In disgust, "Naw, not black ones, white ones." A tip, Paul, lower your sights, may be you can use black ones next time. No. 2532.

Mrs. and Mrs. Noble L. Crawford became the proud parents of a 7-lb. 11-oz. baby boy on February, 16, 1937. It is reported that Baby David Luther is screamlined, free squealing and water cooled.

### How to Educate a Wife

The best way to domesticate a wife is to "do it electrically" as:

When a woman is sulky and will not speak—exciter.

If she gets too excited—controller.

If she talks too long—interrupter.

If her way of thinking is not yours—converter.

If she is willing to come halfway—meter.

If she will come all the way—receiver.

If she wants to go further—conductor.

If she wants to go still further—dispatcher.

If she wants to be an angel—transformer.

If you think she is picking your pocket—detector.

If she proves your fears are wrong—compensator.

If she goes up in the air—condenser.

If she wants chocolates—feeder.

If she sings inharmoniously—tuner.

If she is in the country—telegraph her.

If she is a poor cook—discharge her.

If she eats too much—reducer.

If she is wrong—rectifier.

If she is cold—regulator.

If she fumes and sputters—insulator.

If she becomes upset—reset her.

The above may help some of the boys solve their problems but unless they know their "watts" and "volts" as well as "Hank" Fink who turned in the above they better "insulate" themselves or else become "short circuited" and have their "fuses blown."

### FINK vs. BROWN

At a very pleasant ceremony held at her home Miss Dorothy Fink, daughter of our "Hank" Fink was married to Mr. Floyd O. Brown of Kansas City on February 25th.

The ceremony was attended by many friends and co-workers from CONSOLIDATED.

After a short honeymoon at Palm Springs the happy pair will return to San Diego where they will make their home. Congratulations and best wishes.

A doctor received an urgent telephone call from a father who said his small son had swallowed his fountain pen.

"I'll come at once!" cried the doctor. "What are you doing in the meantime?"

"Using a pencil!" came the answer.



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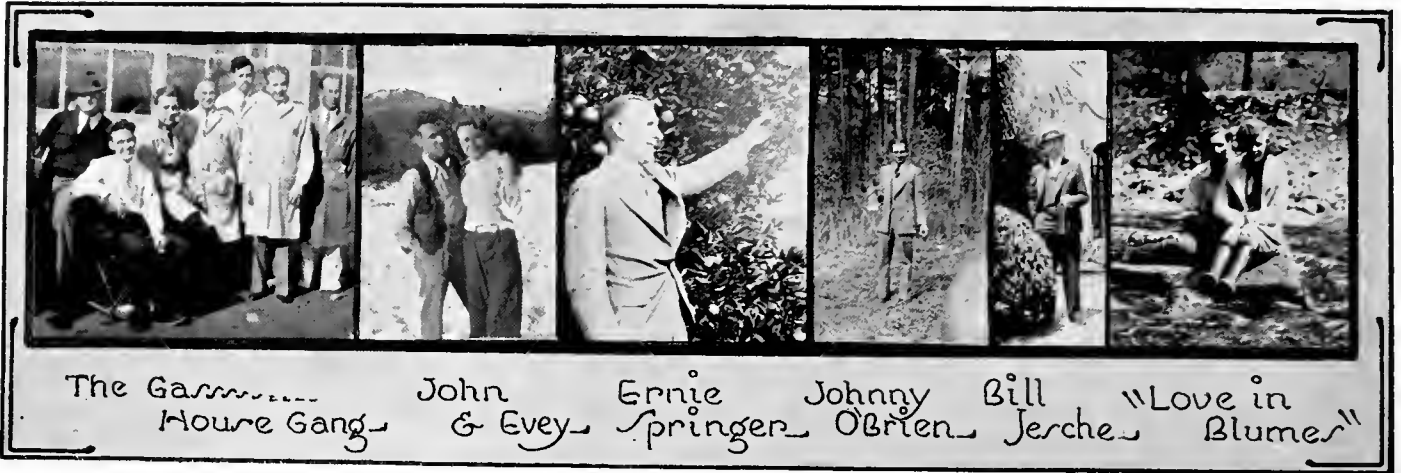
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The Gamm...  
Hour Gang      John & Evey      Ernie Springer      Johnny O'Brien      Bill Jerche      "Love in Blumer"

James McCoy, of the skin crew, was recently called back to Arizona for awhile. To show how the fellows will miss him one of his well-meaning (?) friends in the crew graciously offered to attempt to console the broken-hearted girls McCoy left here in San Diego. He left quite a few of them, too.

On a recent Saturday evening Bud Mathewson was unable to get home and had to spend the night at a friend's house. The next day he was afraid to face the home folks in person so he paved the way for his return by sending a telegram. That telegraphed message was really a work of art. Did it work, Bud?

A rival of no less beauty than that of Sonia Heni is the boast of Georgey Sharp (Nite Stock Room) with reference to the gal he ganders the aisle with sometime in early April midst roses and orange blossoms.

Good luck, George!

Doug, 7005.

While standing waiting for the Coronado Ferry we overheard a portly, well-dressed woman trying to sell her last year's fur coat to her colored cook.

Said the Lady: "But Mandy, what's wrong with the coat, isn't the price alright?"

Cook: "Yassum, the price is OK, the color am OK and it fits me too, but you'all will have to admit its pretty badly rump-sprung."

The entire skin crew wishes to thank the person who originated the idea for the new and sensible method of assigning motors. It means the saving of several hours per week in this crew alone.

Man (entering grocery store): "I want some shorts for my pigs. How much are they please?"

Girl Clerk: "So you're another of those wise-crackers eh? I guess you'll be wanting brassieres for your cows next."

**Flash! 8:30 P. M. Hull Dept.**

When the night foreman of the Hull Department informed Ross, bumper, that the moment was at hand for the new addition to the family, Ross looked like a PBY-1 taking off.

The Stork dropped its parachute over Paradise Sanitorium, National City, at 2 A.M. February 5th with a bouncing bundle—It's a girl, 5 lbs. 10 ounces.

Congratulations Mr. and Mrs. W. R. Houck.

Mother and Juana Jean are doing very nicely, thank you.

Next time, promised Ross, it will be a boy!!!

Dick Sbrana, 5535.

**Tail Spins**

Definition of a Gentleman.

A man that's clean inside and out, who neither looks up to the rich nor down on the poor, who can lose without squealing, and can win without bragging; who is considerate to women, children and old people; who is too brave to lie, too generous to cheat, and too sensible to loaf; one who takes only his share of the world's goods and lets other people have theirs, one who knows enough to mind his own business.

No one is so old that he does not think he has a year to live.

It isn't your position that makes you happy or unhappy, it is your disposition.

High heels were invented by a woman who had been kissed—on the forehead.

The dimmest lights have the most scandel power.

Wit is the salt of conversation, not the food.

Envy is a necessary evil, it is a little good which forces us to do yet better.

James H. Roberts, 4402.

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**Nubbins**

This amphibious "yaght" holds the record for sustained absence. Each weekend as the owner, a prominent CONSOLIDATOR from La Jolla, starts to look it up he doesn't go to where he left it but calls up the local police department and they generally direct him to its new hangout that is always on the "other side of town."

According to the almanac this is the year the owner is to catch a fish.

If that certain 4th Avenue Sax Player doesn't change his hours of practice we hear that he is going to wake up someday with that horn stuffed right down his throat. And the guy who told us means it.

After buying two clerks and a stock chaser fall outfits during the football season a certain party should be careful whom he takes on in a casting contest as spring is here, believe-it-or-not, and the boys need some light clothes.

Hostettler tells about a hard-boiled line foreman he worked for hollering up to the lineman on a pole.

"You so and so, you cut the wrong wire, come down and get your money. No never mind, I'll bring it up."

In one of the electric shops one of the wiremen was blowing out his pipe with compressed air, the boss was trying to use the telephone, finally he opened the door to the shop and called out, "Hey, cut off that air."

A southerner on the gang called back "That 'air what?"

Two drunks were standing on the observation platform of a fast train. Said the first drunk, "What time is it?"

Pulling a match folder from his pocket and looking at it, the second D replied, "Tuesday."

"My Gosh," said the First D, "I've got to get off here," and jumped. Contributed by Maint E Nance 912.

Landlord: I came to tell you that I have raised the rent.

Tenant: Gee, that's good, I was going to tell you I can not raise it this month. J. Wilkinson, 2901.

Looking through an old scrap of mine I find a few laughs and am passing them on:

"We have a fine fire department in our town. It has only one hose cart and two dogs."

"What are the dogs for?"

"To find the water hydrants."

On the day the east had a severe snowstorm I got a nice sunburn. California has a few advantages after all. While I'm in a benevolent mood about the place I'll close these lines to enjoy it. Ken Bruning, 4120.

Electrician, up in High-Boy: "Hey, grab hold of two of those wires hanging down," pause. "Feel anything?"

Helper, on floor: "No."

Elect. "Then look out for the other two, there is 2300 volts on them."

Maybe it was just coincidence, maybe he doesn't even drink but we did notice one of the officials on the day following the CONSOLIDATED outing at Mission Beach drawing up plans for an addition to his dog-house.

Gene Clardy went to Long Beach, Saturday, the eighth, with two men, to sail a sloop down to San Diego. By Monday, still no report of them—probably becalmed or lost in the fog. Some fun, eh, Clardy.

Hugh Burlingame.

A "red-mustached" man has lost a mustache cup. Please claim from Honest Frank Fields. Clean before using.

Irate Mother: "Willie, how dare you kick your little brother in the stomach!"

Willie: "It's his own fault, he turned around."

W. C. Gilchrist, 808.

**News of the Month**

By ELMER

Miss Jewel Corbin and Mr. Fred Adams were married Saturday, February 20th.

They extend sincere thanks for the nice wedding gift given them by the Wing Department.

Mr. Dick Laing of Spars has gone native by buying a home in National City.

We wonder if the "T.M." on the timekeepers' badges could possibly mean "Tuite Men."

Doug Basore.

**Mutiny, Monorail and Mulroy**

Roughhouse Rosso, the little czar of the Steel Stockroom got kind of peeved at Jack Mulroy a few days ago because Jack insisted on immediate delivery of a certain extended section to the Hull Department.

Poor Freddie didn't get a chance to chin the stuff on the new monorail. No. 1953.

"Howey" Ginn of Experimental enjoys sweets immensely but we wonder if it is only the cakes and pies that cause him to make so many trips to a certain La Jolla Bakery?

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# Clean and Thoroughly Watched!

By Norman Davidson

WHEN over three thousand and six hundred workers daily contribute their concentrated efforts in building the most modern of aircraft, as happens here at CONSOLIDATED, no little task it is to see to it that the sanitary needs and factory cleanliness are adequately taken care of along with maintaining a constant surveillance of every corner of the plant. Yet that service goes on perpetually with no let-up twenty-four hours a day, three hundred and sixty-five days in the year to make smooth and convenient the efforts of the workmen, and is manned by a force of approximately fifty men.

Directly influencing the workers and their jobs in the plant, this phase of plant operation is handled by George Tompkins under whose friendly supervision come the caretakers and watchmen. The twenty-four-hour watchman job is divided into three shifts of eight hours with the extra man filling the day off schedule.

A key to the watchmen's job can be gained when it is explained that during the night the watchmen work in twos. One man is stationed for an hour at the watch tower adjacent to the personnel office, being ready for any emergency calls from within the plant or from outside and being responsible for all after hour communications with the plant, while his partner makes a complete round of the factory and yard, checking in at thirty key positions in so doing, recording on a locked clock record the actual proof that he has covered the ground. These records can only be placed in or removed from the clocks by the supervisor and can furnish a complete record for a straight 36 hours when



necessary. Making the rounds he surveys every section of the plant and yard, watching for unauthorized persons, checking doors, windows; keeping an eagle eye also on every piece of machinery, miles of pipe lines and functioning equipment for the detection of possible fire hazards or other trouble.

The circuit maker reports back to the watchtower in 55 minutes and in less than five minutes the two watchmen have changed duties for the next hour. Not entirely alone in this important work, the caretakers, the majority of whom carry on at night, cleaning, straightening and polishing up for the big rush of workers during the day, likewise check and report any trouble in their assigned areas immediately to the watchman on duty at

the tower by phone, thus keeping a constant check at all points in the plant. Also one watchman is assigned to the Experimental building, so that no person without a numbered authorization tag can enter this restricted area at any time.

There are thirty-six caretakers working in two shifts. Twenty-four at night and 12 during the day, cleaning, sweeping, replenishing supplies of soap, paper, towels, etc. Caretakers know by sight the vast majority of workers and can spot a stranger so that the watchmen are instantly on hand, as has been proven much to the surprise of these would-be intruders. In discharging their regular duty they completely wear out over a dozen staunch brooms, use up several hundred pounds of cleaning and sweeping compounds, gallons of concentrated disinfectant and pour into dispensers over a barrel of liquid soap per month. Replenish supplies of literally thousands of paper towels and toilet tissue sheets and pick up and remove to places of safety all accumulated combustible material and waste. Each caretaker has his assignment. For instance W. M. Gregory has charge of the collection of all salvagable scrap dural, brass, steels, etc., keeping it carefully segregated so that it will return as high a salvage figure as possible. Other caretakers periodically clean all accumulations of combustible material from the roof vents in the paint department, thus appreciably reducing the fire hazard from this cause.

Commenting upon the efforts of these fifty-odd men, George referred with pride to the remarks of Mr. R. E. French, insurance company inspector on his recent surprise visit of plant inspection in which he commended highly the results of the efforts of the caretakers in maintaining cleanliness and the fire protection standards they have set, as well as upon the watchmen's timeclock checking records.



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## News From the Capital



THE best way to see Washington is to take one of those "rubber-neck" wagons and listen to the courier give out the low-down which in many cases reveals unsuspected information. Here it was Washington's Birthday and we wanted to see the town. All the sightseeing cars were crowded, but Weih came to our rescue, and even made no charge for the trip. The party consisted of Weih who acted as pilot, Mrs. Wehmiller as a most charming hostess, Harry Campbell, and your scribe, making notes on his cuff.

It seems that the bird-houses swung in the trees around the Lincoln Memorial are suspected to be the homes of transients from Maine and Vermont. Across the broad Potomac we see the Lee Mansion—no relation to Gypsy Rose. It is now possible to see the exterior of the new Interior Building, but the interior is still lying around the exterior, waiting to be installed. The close proximity of a

brewery to the Naval Hospital should be an added inducement to enlistment, but we understand that both are soon to be torn down.

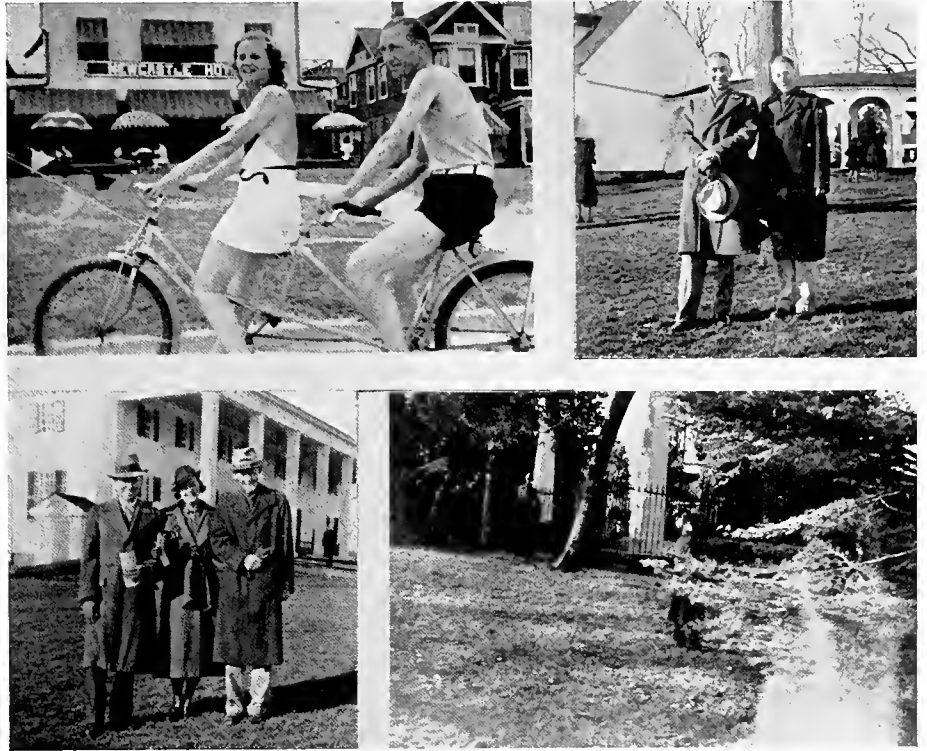
Harry looked at the Potomac, and remarked that there was more water in the San Diego River when he left home. He did however admit that the sunshine around here was a great treat to him.

A little further down the river is the largest aluminum monument in the world, 35 feet high, cost \$450,000. It is dedicated to the men lost

at sea during the world war, and is a most beautiful and inspiring work of art. Further down stream, is a bird refuge, carefully thought out for the comfort of our avian friends. No, we don't mean the Washington Airport, this pond is somewhat larger, and they even have floating logs in it so that the birds don't have to get their feet wet unless they want to.

And so to "Collingwood"—a very attractive old home, where refreshments are served. The place was

(Continued on page 35)



Above left: Winter (?) scene near Washington; Kelly and Weih go for a spin. Above right: Brainy and Brawny Engineers. Below left: Our Hostess and two of the guests. Below right: Washington's Tomb, Mount Vernon, Va.

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## Trophy Winners



Sigmund J. Szaras, Hull Dept. Score: 349. Prize: George A. Jessop Trophy; 1st, City and County Trophy; All Nations Trophy, National Dollar Store.

John L. McKune, Hull Dept. Score: 346. Prize: 7-Up Trophy; 2nd, City and County Trophy; Lewis Jewelry Co. Trophy—CONSOLIDATED Singles.

Michael Brooks, 335, and John L. McKune, 325. Score: 660. CONSOLIDATED Doubles Champions.

Robert Zimmele, Night Spar. Score: 340. Runner up in open Division, Second Place Winner—Brass Rail Buffet Trophy.

Gilbert Henry, Engineering. Score: 337. Professional Men's Trophy.

If you wish to see any of these men in action, drop around when Baranov's Jewelers, bowl. See Mr. Brooks, tally up high score on Monday nights. John L. McKune, bowl with Chet and Jones, on Thursday nights. Sigmund Szaras, formerly with Sunshine Novices League on Wednesday.

How about turning out to see them do their stuff?

Bill Gilchrist.

Crashing the maples to set city records in many cases, CONSOLIDATED Bowlers led all the way to the finish and carried off the bulk of the trophies offered in the City Head Pin tournament.

"Joggle" McCune walked away with high honors, carrying off CONSOLIDATED high singles with 346. Coming in as runner up with city high score, and leading the way to the top in CONSOLIDATED doubles paired with "Shorty" Brooks of the Hull.

"Sike" Szaras of Hulls finished on top for the city championship and also carried off top honors in the All Nations division representing Poland, his ancestral home.

McCune is showing the way in the "850" League with his "Chet and Ione."

Bob Zimmerle of Hulls was runner up in the Open Division with a 340 high game.

Other CONSOLIDATORS who finished just short of the top were

Carl Heim with a 340 in CONSOLIDATED singles, Stevens and Mellon with 654 in the CONSOLIDATED doubles and Al Shafrick of Experimental, whose fast hook worries the pin boys, came thru with a 336 in the singles to take third place.

Building the world's best flying boats isn't all our boys can do as the results show.

Besides keeping his Hull Department team high up in the Hawk League, Brooks is creating quite a sensation with his high scores rolling with Baranov Jewelers in the "800" division of the City League.

Gil Henry of Engineering carried off high honors by leading the way to the finish in the Business and Professional division.

Lunches give Frank Siefert, San Diego City Champion much to worry about.

Congratulations Boys and keep up the good work.

"10 Forty."

The following from the Second Shift Machine Shop attended a "shoot" at the police range Wednesday, February 24th:

"White Sticker" Paul Schneider, "Telescope" Stanley Kipkowski, "Quick Trigger" E. Quick, Irving Pohlman, Grand Ealy, Bob Miller, "Breczy Pants" Carl Liebig, and "Champ" James Conniry.

"Pop" Felton in the role of official scorer had his troubles keeping the scores accurate.

In the Rooting and Cheering section were Mr. and Mrs. Le Boeuf, Mr. and Mrs. Fields Painter, Mrs. Schneider, Mrs. Kipkowski, and Mrs. De Rieux. The cheer leader, John Meyers, went through antics like no one else can.

Scores? We won't mention them, but they were good, with Conniry heading the list. For fun, real fun, join us some Wednesday morning.

No. 2532.

## The Crimson "Wing" Oust "Welders" From Undefeated Ranks

The basketball season of the CONSOLIDATED Inter-Department League is well on its way. At this writing (March 4th), each of the sixteen teams have played four games, during which plenty of action and basketball talent has been shown.

On March 3rd at the San Diego State College the Crimson "Wing" handed the "Welders" their first defeat of the season, 44 to 23, thus eliminating them from the ranks of the undefeated and leaving the "Hull," "Planning" and "Wing"—the only unbeaten teams to date. Gerding and Dill led the "Wing" attack, garnering 12 and 14 points respectively.

In closing we wish to thank the "Wing" employees who contributed for the basketball suits.

Art Bockeno (Mgr.)

## Handball

The Tank Department, with representation in the Band, Bowling, Basketball, etc., would like to hear from other departments in regard to still another sport, Handball. How about a representative from each department in a playoff?

Bill B., 2379.

## FOOD FOR THOUGHT

"Chuck" Hibert of the Heat Treat Department says the new brief case he carries to work keeps his lunch much fresher, and also he can carry more.

John Alls, 1032.

## Competition for the PBV-1's

A Lad, new to the Plant and little known outside the Finished Parts Stockroom, comes from the "Swamps of Utah." Well known is this "Paradise" to all history students because as this lad relates—the golden spike, linking the East-West R.R., was pounded home just outside the "Swamps of Utah."

What a spot! The "Swamps of Utah" tops in climate, scenery and what-not. As you expected, there is a catch in it—like all Paradises, this also has its anchor. Swamps and mosquitoes seem to have a certain connection—and what mosquitoes—the infants are larger than chickens. No one dares leave the house after nightfall because of the ferociousness of these "flying dreadnaughts."

Since a nice snack for one of these dreaded creatures is an arm or a pet poodle dog, the community is practically armless as well as dogless. No puttin' on the dog in the "Swamps of Utah." I move we strike out the last sentence.

Aside from the mosquitoes that sound like a flock of PBV-1's after nightfall, the "swamps of Utah" can't be tied. If the reader wishes some real first hand information concerning the "Swamps of Utah," consult the F.P.S. after 3 a.m.

Just to give you some idea of the possibilities of having a grand time there, the entire gang is planning a vacation in the "Swamps of Utah" this summer. Well, Pals of the Night Shift, get ready to receive postcards in awhile or 2 from the "Swamps of Utah."

## Basketball

As we go into the fifth round there are still three undefeated teams—Wings, Planning and Hull. The competition has been exceedingly keen. The games have been very hard fought but clean, even though many of the players have been put out on fouls.

Due to alterations at the City Y. M. C. A., two weeks of games will be played at the State College Gymnasium.

As may be seen from league standings, the teams are rather unequally matched. In order to make the games even it has been suggested that the league be cut in half and have the eight top teams play an elimination play-off and the eight lower teams do likewise.

The grand finale would be a play-off of the leading teams of the day and night leagues.

Again I say, the time and places of



Above is pictured the "4-Star Foursome" made up of CONSOLIDATORS Bob Ramet of the Sheet Department, "Dusty" Rhodes of the Pattern Shop, "Army" Armstrong and Dick Biggs of the Wing Department.

They spend all their spare moments out on the local links and are getting set to challenge any other group of CONSOLIDATED golfers.

"Army" Armstrong has been doing some bowling on the side and has come to the conclusion that if he could put his bowling score on his golf card and his golf score on his bowling sheet he would enjoy both sports a lot more. No. 4216 Wings.

the games are posted with ample notice to all the men of CONSOLIDATED—so come out and support your team and see some fine enthusiastic basketball. Tod Carter.

### STANDING

	Won.	Lost.	Percentage.
Wing	4	0	1000
Planning	4	0	1000
Hull	4	0	1000
Engineers	3	1	750
Welding	3	1	750
Tank	3	1	750
Timekeepers	2	2	500
Final Assembly	2	2	500
Material Stores	2	2	500
Final Touch-up	1	2	333
Cowling	1	3	250
Tool	1	3	250
Experimental	0	3	...
Machine	0	4	...
Cutting	0	4	...
Sprayers	0	1	...

## Soccer

THE soccer report for the past month will probably look more like a weather report, but as our activities were governed to a great extent by overhead and underfoot conditions this is unavoidable.

Sunday the 7th of February we were supposed to play the Douglas Aircraft team in Los Angeles but the torrential down-pour of the previous day followed by the floods up the coast made the trip impossible. This game will be played at a later date.

Sunday the 14th we had a game with the Maywood A. C. of L. A. scheduled here in town. Once more Jupiter Pluvius saw fit to go to work all Saturday and Sunday and as the result this game was called off.

Sunday the 21st the weather being fair the game against Maywood was played here at Navy Field.

The game was hard fought and the Wings finished up losing the game by the score of 3 to 1. The first half was scoreless but in the second half the superior team work and stamina of the northern boys was too much for our team whose lack of practice was apparent.

A few more games of this nature will be necessary to put our boys in shape.

Through the medium of this paper we want to thank the officer in charge of the Navy Field playground whose courtesy in permitting us to use their field and dressing rooms makes it possible for us to stage our games here.

The following men took part in the game:

Sloboda, X; Ace, FA; Lieberman, MB; Doig, H; Faltus, X; Sporleder, H; Woerner, FA; Fin Aase, lunch car; Earl Aase, lunch car; Fred Aase, lunch car; Marech, Argentine Inspection Dept.; Bachini, Argentine Inspection Dept.

The usual Sunday morning practices will be resumed till other games can be arranged. "Scotty" Doig.

## BOWLING STANDINGS

### HAWKS

	Won	Lost
Wing Department	48	28
Machine Shop	46	30
Draw Bench	43	33
Hull Department	38	38
Paint Shop	38	38
Office	36	40
Inspection	30	46
Metal Bench	25	51

### EAGLES

Engineering	52	28
Tank	50	30
Maintenance	44	36
Sheet Metal	41	39
Wood Shop	40	40
Tool Room	36	44
Final Assembly	30	50
Stockroom	27	53

### OWLS

Welding Department	51	29
Final Assembly	47	33
Hull Department	46	34
Tool Room	39	41
Spar Department	37	43
Sheet Metal	35	45
Paint Shop	35	45
Wing Department	31	49

One of our bowlers, Bob Zamiska, has the highest individual series not only in CONSOLIDATED League, but also all other leagues bowling at the Sunshine Alleys. This total series is 758 or an average of 253 per game.

## Aviator's Toast

Here's to the man who dropped today,  
While tracking his path across the sky.  
Drink to the man that dropped today,  
And drink to the man next to die.

1st girl: "I'm sure there's a man following us."

2nd girl: "Gosh! What shall we do?"

1st girl: "Let's match for him."

# Shop Suggestion Awards . .

THERE were fifty-six suggestions submitted for the February Shop Suggestion Contest.

The winners of the prizes were N. Nickell, No. 4122, Wing Department, first prize of fifty dollars for a die method of cutting stock; second prize of thirty dollars awarded to Robert B. Mohr, No. 4705, Wing Department, for a program submitted to increase efficiency and eliminate waste;

third prize of twenty dollars awarded S. F. Schelderup, No. 1938, of the Sheet Metal Department, for a suggestion of the use of a portable tool.

Several suggestions submitted will be reconsidered along with the March suggestions as they were submitted too late in the month for thorough study as to their value.

Many of the suggestions submitted covered suggestions received previous

to the announcement of this award and were ruled ineligible for prizes by the Shop Suggestion Committee. Other suggestions were incomplete and did not give sufficient information to make the suggestion clear. Many of the suggestions submitted were duplicated by other suggestions submitted.

The CONSOLIDATED AIRCRAFT CORPORATION and the Shop Suggestion Committee appreciate the interest which the suggestors have shown in their work.

Donald Frye, Secy.



SUGGESTION COMMITTEE



C. A. VAN DUSEN PRESENTS FIRST PRIZE TO N. NICKELL.

SAY YOU SAW IT IN THE CONSOLIDATOR

## Thoughts of a Night Huller

I WONDER what's become of the orange juice addict that was in the habit of leaving his empty cans strewn throughout the hull. . . It seems that we have quite a gathering of famous people in our midst, ex-pugs, high speed track record holders of another day, mechanics that have plied their trade the world over. . . I have also begun to wonder if all the fellows in aircraft are crazy or just the 90% of them. Some of the arguments I have heard on motors and rigging make my poor heart cry out in pain. . . Will Jack Clark and Fred Hensler ever get the argument settled as to which is the company's fastest riveter. It seems that it has gone on these many months without having even come close to an end. . . I wonder what makes one of the mechanics so dumb in the ways of this evil world of vice and sin, and at his age, too. . . Do you know why "Heavy" Gainer looked so sheepish for the last week or so? He has been anticipating marriage. Now that the splice has been made he looks like a new man, happy too. . . The place isn't the same with Jack "Mex" King on days, we miss his quaint mannerisms. . . There must be something tough on the eyes around here judging from the increase in the number of guys wearing "cheaters." Better watch what you're drinking boys it pays to drink the best in the long run. . . It seems to me there are two classes of people in this town, those in service and aircraft. Aircraft being sadly outnumbered. . . Something that has me guessing is why the business people of this town don't raise a howl about the street cars being pulled in so early. If they had one that ran every half hour or hour through the night the gay (?) spots downtown and those outlying near carlines would get more and longer play. Don't you think so George? Thass all for now. . . Good-bye.



## News From the Capital

(Continued from page 31)

crowded, and in a couple of hours a delicious meal appeared. But that gave Harry a good chance to tell us all about San Diego, and, in addition—a real news scoop—did you know that he is forsaking the ranks of the bachelors very soon? Just as he was about to tell us the name of the young lady, the waiter arrived with the food, so you will have to look elsewhere for further details of the impending happy event.

Collingwood is but a short distance from Mt. Vernon, and when we arrived there we found that they had been expecting us and about three thousand other people. Washington's old home is not only an historic shrine, but also an estate set in the midst of natural beauty, enhanced by the man-made cultivation so well inaugurated by Washington, and still maintained by the patriotic society which bought the place and opened it for the benefit of the public some years ago.

"No Smoking" signs on the grounds make it necessary to park cigars and cigarettes at the gate. No checks are given for these, and it is the custom to toss them all into a large barrel, making it well-nigh im-

possible to pick out your own when you go out again. Harry said that in Scotland they would have given out sticks, with pins in the ends, for souvenirs.

The climax of the day came when we went to pay our respect at Washington's tomb, and found that the President and ourselves were expected at the same time. True, we didn't get as close to the tomb as Mr. Roosevelt did, but still we were almost in the same party, so to speak, and certainly there on the same errand. Weih competed with the news-reel people, as you will see from the pictures herewith. Harry wanted to get the President's opinion on some PBY engineering problems, but was told by the guard to wait till he got back to his office. And so back to Washington in Weih's (t)rusty Pontiac, toward a beautiful sunset, and after a most enjoyable day. Be seein' you, Folks, soon, I hope. Cheerio!!

Ed.

### A Rival For Benny

The old saying of "Music Hath Charms to Soothe the Savage Breast" applies even in the CONSOLIDATED Tool Room.

After vowing that he would not



shed his curly locks. Bob Lamont walked into the shop the other day resplendent in a newly acquired haircut. We are wondering if the violin which the boys presented him had anything to do with his decision.

Bob is now willing to give lessons on the violin and avers he "wooden" change his instrument for a "Stradivarius." John Alls, 1032.

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| 2. 8-drawer machinist tool box . . . . . 6.75    | 9. 6-in. Flex or solid scale . . . . . .70                            |
| 3. 12-in. Combination Square . . . . . 4.95      | 10. 6-in. Steel Tape . . . . . .59                                    |
| 4. Surface Gauge, Craftsman . . . . . 2.70       | 11. Ballpeen hammers . . . . . .59                                    |
| 5. 12-in. Merit Combination Square . . . . . .98 | 12. All metal pistol grip hack saw . . . . . .69                      |
| 6. 4-in. Craftsman Divider . . . . . .70         | 13. Spill-proof tool box . . . . . 1.19                               |
| 7. 4-in. Craftsman Outside Caliper . . . . . .70 | 14. Pin punches, center punches,<br>cold chisels . . . . . 20c and up |

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# Model-Airplane Aviators

A FULL-FLEDGED model airplane club, sponsored by CONSOLIDATED, under the direction of Jim Roche of Final Assembly, is now in the process of organization.

The plans of this club are to develop and further the art of model building. Available to all members will be the technical knowledge of those who have made successful models, group purchasing of materials and the general all-round clean sport connected with model building and flying. Everyone is eligible to be a member and thus participate in CONSOLIDATED'S newest adventure in the field of flying. As the group expands, model meets of members and meets with other groups will be held to demonstrate the club's models. Whether you build models or not, your support of these builders is encouraged.

Jim Roche is a pioneer in the model building field, having made his first model in 1918, as a mere school boy. The successful flight of his rubber band powered stick model started Jim off on a model building hobby which has proven educational as well as entertaining. As a charter member of



JIM ROCHE

the Aero Club of Ithaca, Jim extended the field of his activity by teaching other people to build and fly model airplanes. His groups have won many prizes in model contest meets. Under his direction, models were constructed which hold the world's record for water take-off and endurance. He has directed contest teams in all of the principal model meets throughout the country.

Jim furthered his activities in model

aircraft, when, in 1934, he became a contest director for the National Aeronautic Association, which directs all model activities throughout the country. He still holds the rank of contest director with this association.

In starting this new group, Jim is glad to welcome as his first member, Bob Holland of the Engineering Department, who has recently completed the monoplane gas model pictured here. Bob designed and built the model in his spare time, working nights and weekends, without any outside help. His parasol monoplane weighing approximately 1½ pounds, has a wing span of 5', a chord of 8". It is powered with a 1/16 h.p. Elf gasoline engine. It has a cantilever landing gear with a shock-absorbing device which is his own invention. Novel to non-model builders are the tires which are truly balloon, having a pressure slightly above atmosphere. Bob estimates the performance of his "Cloud Buster" at 20 miles an hour cruising speed and believes that he will have 25-minute endurance on an eyedropper of gasoline (.0049 gallons, which gives him approximately 1700 miles per gallon fuel consumption—oh boy!) He plans to demonstrate his model at Camp Kearny Mesa on Sunday, March 21, and to enter it in the San Diego Gas Model Meet on April 4, also at Camp Kearny Mesa. Test pilots are invited to come out and put the ship through its paces.

Among the other charter members of the group are Leighton (Spider) Webb, who has accomplished 40 minutes endurance with his fuselage model at the New York State Meet a few

(Continued on page 40)

## For Quality Hand Tools

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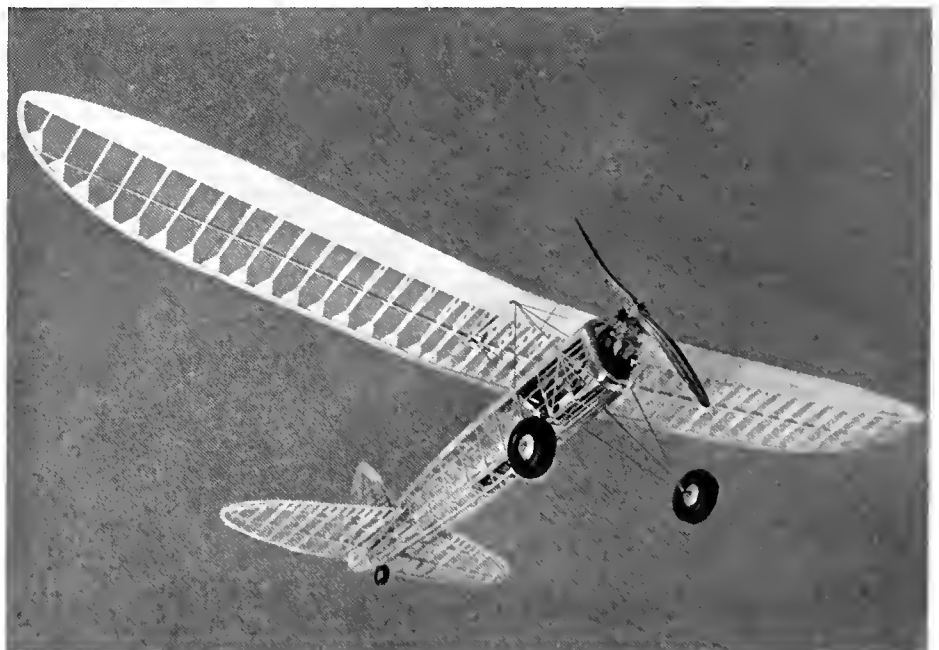
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# MOUNTAIN NEWS



San Jacinto, the two-mile high peak seen on clear days to the north of San Diego will be the next objective for the Mountain Boys or as they are better known, the "CONSOLIDATOR GOATS."

As soon as the snow packs hard enough the boys will climb to the summit and bunk for the night in the new shelter seen in the photo above.

The hike up from Idlewild to the 10,805-foot summit is about ten miles long and one of the most interesting panoramas of Southern California is obtained from the top of the huge rocks forming the summit.

Any "Huskies" or "Kids" interested in taking this climb and getting

their "Goat" degree should equip themselves with waterproof boots and a sleeping bag. Due to the size of the shelter the number in the party is limited so make arrangements with Russ Kern or Spotty Blair as soon as possible.

Ward Levere (No. 8112), leadman of the Sheet Metal Department, was recently transferred to the Experimental Department. Although only a CONSOLIDATOR for the past seven months, Ward has had over nine years of aircraft experience. His fellow employees join in wishing him success in his new work.

## Farewell To Our Felix

From factory to farm is the flight of our Felix.  
Together with all of his flock:  
To watch the White Mountains instead of  
Mt. Helix.

The compost instead of the clock!

From planes to potatoes, his interests are  
urging

Him back to the place of his birth:  
His mind with the New England meadows is  
merging.

His heart and his soul with the earth!

From us, his co-workers who've wept with  
his sorrows.

And joyed in his fortunate hour,  
In the times that are past and the coming to-  
morrow's.

From sweet friends who never can sour.

From cordial acquaintances, Tom, Dick, and  
Harry,

Who've known him for many a day,  
This gift we present to our comrade to carry  
"Back East" where he's going to stay.

From airplane production to rural seclusion  
Your judgment directed you right;  
And all that remains to be said, in conclusion  
Is, Felix, old fellow—"Goot nite!"

John E. Whitman.

## STROBEL'S BAVARIA

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## First Wings

IT is a far cry down through the years that swiftly pass, when I, as a lad, with great zeal followed the circuses and their bands down the streets in our city.

But what stirred my imagination most was the fact that Glenn H. Curtiss was to give an exhibition in his flying contrivance, for the circus.

The "open-airness" of the ship still lingers in memory, detail for detail; and I recall that the skeleton-like white linen-covered wings were closely scribbled with names of people who, at various times, must have deemed it a great privilege to write upon the drum-tight surface.

However, the ship's motor was the source of the greatest comment and amazement, especially when it deafeningly roared and blasted fire from the exhaust into the atmosphere. Huge long chains, built like a ladder drove the two large propellers at a slow speed.

The entire structure of the ship would vibrate and shiver in nervous ague as the trembling motor warmed itself into a more deafening steady blast.

Glenn H. Curtiss would then mount the seat, devoid of goggles and helmet such as we are wont to picture on the pilots of today. He would feel the steering wheel, twisting and showing it forward and back and finally reaching one hand overhead until his fingers clutched a little lever. Giving one close hurried look around, his clear, piercing eyes never missed a detail. Suddenly his fingers tightened upon the lever and with a slight jerk downward the motor roared with new life while the ship vibrated until one wondered if the thing could remain intact, while the slow revolving propellers beat the air with a terrific force usually carrying drops of hot oil through the vortex of disturbed air and scattering it over the nearby spectators.

A man at each wing tip braced himself against the intended forward motion or pull of the ship. When the strain between the plane and man nearly reached the breaking point and they grasped tighter and tighter until veins stood out in bold relief on dirty arms and greasy foreheads, then they would dig their heels into the ground all the deeper while the tug-o-war at that moment reigned supreme.

With a final powerful deafening blast of the motor the two men would let go while the ship suddenly released itself forward; the single forward wheel bounced up and down

over the uneven ground, rocking and beating the entire ship unmercifully.

The plane bounced as it flashed between the widely separated rows of spectators until it diminished in size down beyond the man-made lane. "Is it true?" would be the sudden gasp of the mob as the ship finally commenced its gradual upward glide as it left the ground.

"Almost unbelievable" would be the amazed answer as many shook their heads back and forth as if doubting what they saw.

This brings us back to the fact that "Yesterday's dream is today's actuality and today's miracle may be tomorrow's commonplace."

Donald I. Dudley, 2955.

## STORY WITHOUT A MORAL

IN Mission Hills, where men are men, and women are nothing short of lovely, six of our young CONSOLIDATED brethren rented themselves a swanky \$75 per month hut. An ad was placed in the papers and some fifty women were interviewed, much to the amusement of these six—"Whatcha-ma-call-its." One very lovely lady of middle-age was acceptable to all hands and chosen housekeeper.

Immediately after she moved in things began to take shape and the boys began to sit up and take notice. The house was kept in the best of order, and the chow was most delicious. The housekeeper upheld an air of dignity that made the gang look up to her and respect her. Her manners, her common-sense, her sophistication and her super-Virginian accent gave hint that she was no ordinary housekeeper. Then one evening after dinner, much to the surprise of Ralph Farese, "Ham" Chambers, Andy Cosmay, Steve Kasper, Harry Milne and Mickey Burleigh, the housekeeper let her cat out of the bag. She wasn't trying to work her way through any college. She had never kept house before. She had never packed a lunch. She always had her own maids and her own cook. She had never gotten up before in her life at six o'clock in the morning. She didn't need the job because she was pretty well fixed. Poor gal! She has an income of only four hundred dollars a month, she owns two large apartment houses back in Virginia, has two new cars and is only here on a vacation. She is going to stay to finish out one month to win a ten-dollar bet with her daughter that she could get the job and keep it one month. Why don't they fire her? Says you. Well, maybe they're quitting too, the same time she does.

By Mickey Burleigh

## New Models

TALK about man advancing is the bunk. Man isn't making any progress. It's the automobile that's advancing. Look over any of the 1937 models. Free wheeling, four-wheel brakes, automatic this-and-that gadgets. Now look at the 1937 pedestrian. He's exactly the same model that roamed the country when dinosaurs and Stoddard-Daytons were at large.

As an example of engineering achievement the pedestrian is a complete flop. Instead of having new devices added year after year, he is deaccessoried of tonsils, adenoids, appendix and other equipment that is standard when he is born. Practically nothing in the nature of radical improvements has been done to the pedestrian during the last 30 years, unless you consider syncro-mesh, non-clashing false teeth important. I don't.

He has the same chassis, the same conventional body lines and the same equipment (if he has been lucky) that he had in 1901. He is an obsolete model, out of step in this high-speed age. And there is no excuse for it. Engineers have done much for the automobile. They should be willing to spend a little time figuring out how to improve the pedestrian.

One of the most dangerous feats that may be attempted by a pedestrian is to cross a busy street while carrying a sack of potatoes under one arm and a box of crackers under the other. The unequal distribution of weight causes overhang, sidesway and torque which makes the maintenance of equilibrium impossible. I suggest the first step in improving the pedestrian be the development of statically and dynamically counter-balanced groceries.

Even with a triple-sealed clutch assuring smooth, easy acceleration under all conditions of roadability, the pedestrian, halfway across the street would face the danger of becoming confused and stalling. This could be eliminated by the Jumpix, a gadget that would automatically cause him to leap to safety without unnecessary strain on his double-drop frame. Even should his experience have a tendency to cause his knees to "Ping" or stutter upon reaching a safety zone, he would be able to stay up and keep going with a shaky-knees vibration damper. His temper would be restored to normal by a thermostatic simplified selective heat control device, and from then on he would hug the pavement with tight-to-the-sidewalk security for his entire breathtaking trip.

Not all of the improvements in the 1937 pedestrian, however, should be hidden from view under rattle-proof hoods and smart bodies in hundreds of styles. Eye-taking beauty in appearance should be demanded. An ultra-modern touch could be achieved by new elliptical arched, double neutro-tone tie-bars, trumpet-type nonglare spectacles, and compensated diagonal cigaret-holder intakes..

E. Berger, Eng. Dept., 323.

**"It's all a Mistake"  
Says 4502--Hoskins**

"B. V. 4850.—Yes, Operator, B. V. 4850. Hello, Hello, Dad? Say, Dad, I'm in jail. Yes, jail—J-A-I-L. But it's all a mistake! What do I mean? You see, it's like this—you know I borrowed Bill's car this morning. Well, anyway, I did. I was going to take a trip to the mountains. What for? Oh, just for the trip. But, why am I in jail? That's what I'm trying to tell you. I drove down town and parked, since I was supposed to pick up Mr. and Mrs. Fred Adams. Who are they? Oh, they just got married. I found them waiting in the Grant Hotel lobby, as I was a little late. What! I generally am? Now, Dad, I'm trying to tell you why I'm in jail! Well, anyway, we came out of the Grant and climbed in what afterwards turned out to be the car in back of Bill's, but as they looked quite a bit alike, and the key fit, I didn't notice the difference. We drove around all day and late in the afternoon we came back to town. About that time a Police Car drove up beside me and told me to pull over to the curb. I told them that I had only borrowed the car but that seemed to make matters worse. They insisted that I go down to the jail and explain to the Chief. At first, of course, I could not understand why the car had been reported stolen and I was still more surprised when a man identified it as his car. Things looked pretty black about this time, but we finally got hold of Bill who said that the guy was a liar because it was his car. However, Bill came down town and found that his car was still parked in front of the Grant. Why don't I come home? Well, you see the guy whose car I took says that he will withdraw all charges if I will fill his tank with gas. Why don't I? Well, Dad, I wondered if you would come down and bring your credit card with you. You see I'm a little broke. And, Dad—do you think you can keep this out of the CONSOLIDATOR?"

Elmer Gahlbeck.

Is anybody happier because you passed his way?  
Does anyone remember that you spoke to him today?  
This day is almost over and it's toiling tune is through  
Is there anyone to utter now a kindly word of you?  
Did you give a cheerful greeting to the friend who came along  
Or a churlish sort of "Howdy" and then vanish in the throng?  
Were you selfish, pure and simple, as

you rushed along the way  
Or is someone mighty grateful for a deed you did today?  
Can you say tonight, in parting with the day that's slipping fast  
That you helped a single brother of the many that you passed—  
Is a single heart rejoicing over what you did or said?  
Does a man whose hopes were fading, now with courage look ahead?

—Selected.

W. C. Gilchrist, 808.

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"IN UNION THERE IS STRENGTH"



## Model-Airplane Aviators

(Continued from page 36)

months ago; and Bob Helmer who has also been very active in the model field. Another charter model builder is Ben Hammin whose ship was pictured in the November CONSOLIDATOR. All of these men are in the Wing Department.

If you are interested in building models, watching Models fly, or just generally interested in aviation, contact Jim Roche of Final Assembly, or Bill Gilchrist, Personnel Director, for further details about this new group.

## What's Your Local Number?

(Continued from page 21)

An idea of the work involved in installing the system may be gained by quoting the fact that there was used a total of 279,850 ft. of wire in multi-pair cables and twisted pairs, between the PBX board and the machine equipment, or approximately 57 1/2 miles of wire. This does not include any wire used between local telephones and the machine room and switchboard. Also, it was necessary to make seventy-nine soldered connections for each local line connected to the system, a total of over ten thousand soldered connections.

What happens when you dial 272? When the first digit is dialed, the automatic selector switch starts to search thru the five selector trunks for the 201-300 group and automatically connects you with an unoccupied trunk. Dialing the remaining two digits connects you with, and automatically rings line 72 in this group after first testing to determine if the line is not in use. If the line called is in use, the selector automatically connects you with a "busy-back" jack, which gives you the familiar "busy" signal. Simple, isn't it? As the old darky said when his boss explained the farm-lighting plant to him: "Yas-

sub, I understands it puffedly, 'cept for one thing. How does they get the Kerosene thru them little wiahs?"

Considerable credit is due to Messrs. E. R. Yost and C. Hallett of the Business office of the Southern California Telephone Company, who first of all sold CONSOLIDATED the idea, then handled all of the innumerable details, acted as "liaison officers" between CONSOLIDATED, Western Electric and Southern California Telephone so effectively that the entire program was completed on schedule without a single hitch.

The compiling, editing and printing of the interior telephone directory was necessarily delayed until the last minute and was ably handled by Bob Jones and Beatrice Rypins assisted by L. McManus, E. Bradshaw and C. Knudson.

## Seamless Tubing

*See It Drawn*

An invitation is extended to the industry to see the Summerill Draw Bench in actual operation at the National Pacific Aircraft Show, Booth No. 52. This miniature Draw Bench will actually cold draw tubes, both round and streamlined, reducing them in diameter, as well as wall thickness. This interesting demonstration shows how seamless steel tubing is made.

### BAKER STEEL & TUBE CO.

14th and Alameda Streets  
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Bunnell's . . . . .	18
Campbell Chevrolet Co. . . . .	30
City Chevrolet Co. . . . .	19
Clement, John D. . . . .	5
Davidson Furniture Co. . . . .	14
Dresback, L. E. . . . .	4
Eastman Kodak Stores . . . . .	6
Eickmeyer . . . . .	22
Exclusive Florists . . . . .	14
Firestone Tire & Rubber Co. . . . .	15
Fareman & Clark . . . . .	2nd cover
Fuller, W. P. . . . .	8
Gallen Kamp's . . . . .	8
Goodrich Silvertown Stores . . . . .	12
Hancack Products . . . . .	7
Hemphill School of Dance . . . . .	9
International Correspondence School . . . . .	18
Irvin Aircraft . . . . .	40
Jenny Wren . . . . .	19
Johns & Saum . . . . .	29
Karl's Shoe Store . . . . .	13
Lindbergh Cafe . . . . .	29
Mission Cleaners . . . . .	4
Morgan's Cafeteria . . . . .	9
Motor Hardware Co. . . . .	36
Mountain Meadow Creamery . . . . .	14
Nauner Bros . . . . .	27
Parrish, A. E. . . . .	28
Penzell . . . . .	9
Peterson Lumber Co. . . . .	2nd cover
Pickwick Hotel . . . . .	18
Piggly Wiggly . . . . .	10
Qualitee Dairy . . . . .	12
Roy's Market . . . . .	24
Safeway Stores . . . . .	31
Salmons & Wolcott . . . . .	11
San Diego Auto Electric . . . . .	6
San Diego Federal Savings . . . . .	15
San Diego Motor Co. . . . .	9
Sears-Roebuck . . . . .	35
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Speer's Flying Service . . . . .	6
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Wines Coffee Co. . . . .	37
Winn Optical Co. . . . .	25

## Irvin Aircraft Mechanics Association

wish to announce that a complete "Home Study" course covering all types of "Aircraft Instruments" has been prepared by Mr. Geo. E. Irvin and is now available (in lesson form) to all Consolidated employees at a low price. Lessons will be sent out each month. 27 instruments will be covered; also meteorology. The Sperry Gyro Pilot is dealt with in detail.

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TIME, February 8, 1937

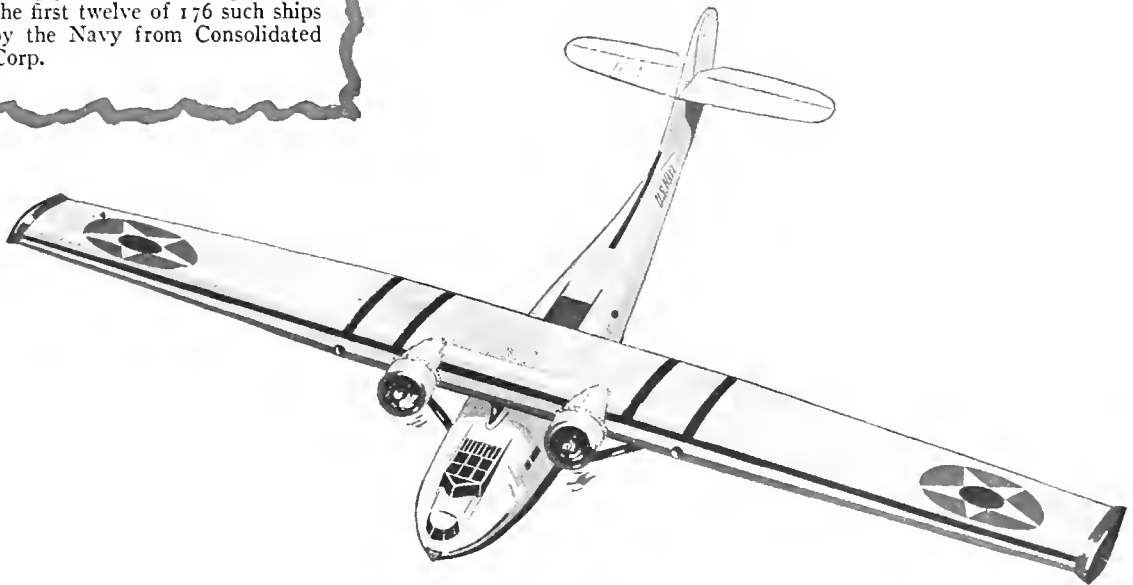
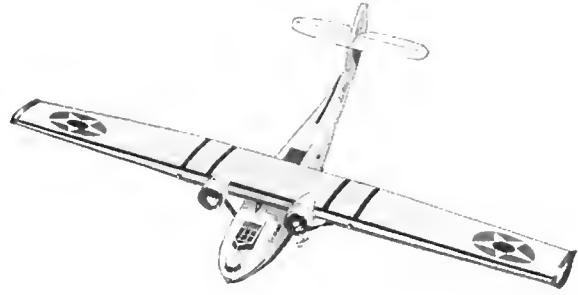
## ARMY & NAVY

### *Routine Record*

In January 1934, Navy flyers made the longest non-stop formation flight in aviation history. Patrol Squadron VP-10, consisting of six big Wright Cyclone-powered Consolidated Navy patrol flying boats and 30 officers and men, flew 2,399 mi. over the Pacific Ocean from San Francisco to Honolulu's Pearl Harbor in 24 hr. 45 min. (TIME, Jan. 22, 1934). The Navy's high command modestly waved aside the acclaim that followed this remarkable flight, said it was merely a routine transfer of men and equipment. Last week the Navy effected another "routine transfer of men and equipment," surpassed Squadron VP-10's mass-flight record.

One morning Lieut. Commander William McDade and 80 officers and men of Patrol Plane Squadron VP-6 climbed into twelve huge low-slung flying boats in San Diego Harbor, roared off without ceremony in trim formation toward Pearl Harbor, 2,553 mi. away. Next morning, 21 hr. 48 min. later, Patrol Squadron VP-6 completed its routine task without mishap at Pearl Harbor.

Patrol Squadron VP-6's new flying boats are called PBV-1 patrol bombers. With 1,100-h. p. Twin Row Wasp engines, retractable wing pontoons and clipper lines, they are the first twelve of 176 such ships ordered by the Navy from Consolidated Aircraft Corp.



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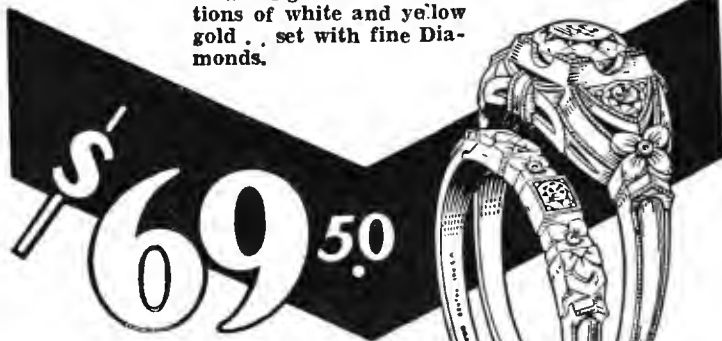
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# CONSOLIDATOR

Volume 2

April, 1937

Number 4

## The Pilot's Thirteen Commandments

1. As the telephone operator who giveth the wrong numbers, so is he who extolleth his exploits in the air.

2. He shall enlarge upon the dangers of his adventures, but in my sleeve shall be heard the tinkling of silvery laughter.

3. Let not thy familiarity with aeroplanes breed contempt, lest thou become exceeding careless at a time when great care is necessary to thy well-being.

4. My son, obey the law and observe prudence. Spin thou not lower than 1,500 cubits nor stunt above thine own domicile. For the hand of the law is heavy, reacheth far and wide throughout the land.

5. Incur not the wrath of the flight commander by breaking the rules; for he who maketh right-hand circuits shall be cast out into outer darkness.

6. Let not thy prowess in the air persuade thee that others cannot do even as thou doest; for he that showeth off in public places is an abomination unto his fellow pilots.

7. More praiseworthy is he who can touch tail-skid and wheels to earth at one time, than he who loopèth and rolleth 'till some damsel stares in amazement at his daring.

8. He who breaketh an undercarriage in a forced landing may, in time be forgiven, but he who taxieth into another plane shall be despised forever.

9. Beware the man who taketh off without looking behind him, for there is no health in him; verily, I say unto you, his days are numbered.

10. Clever men take the reproofs of their instructor in the same wise, one like unto another; with witty jest, confessing their dumbness and regarding themselves with humor. Yet they try again, profiting by his wise counsel and taking not offense at aught that has been said.

11. As a postage stamp which lacketh its glue, so are words of caution to a fool; they stick not, going in one ear and out the other, for there is nothing between to stop them.

12. My son, hearken unto my teaching and forsake not the laws of prudence, for the reckless shall not inhabit the earth for long.

13. Hear instruction and be wise, and refuse it not; thus wilt thou fly safely; length of days and a life of peace shall be added unto thee.

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# Another Routine Delivery Flight

AS we go to press, a dispatch is received stating that another routine delivery flight of twelve *Consolidated* PBY-1 flying boats has been successfully completed. One of the outstanding features of this flight was the rapidity with which these boats entered the water and took off.

At 2:13 P.M. on Monday, April 12, the first airplane, 11-P-2, started down the ramp and was launched, with Lt. Claude W. Haman at the controls. Within 13 minutes, Lt. Com. L. A. Pope, the commanding officer of the Squadron, taxied his plane, the 11-P-1, into the water. At 2:48 P.M., 35 minutes after the beginning of operations, the last airplane left the waters of San Diego Bay and headed out to sea. After an uneventful flight these twelve Navy airplanes completed the 2553 mile hop and gently settled down in the waters of Pearl Harbor.

That the PBY type airplane is well suited for long flights was first demonstrated in 1935 when the XPBY-1 established an international airline distance record as well as an international broken line distance record for this type of aircraft in its flight from Cristobal Harbor, Canal Zone, to San Francisco Bay, Alameda, California, October 14-15, under the command of Lt. Comdr. Knefler McGinnis. The international airline distance record is 3281.4 miles. The broken line distance record is 3443.2 miles.

On January 28, 1937, twelve *Consolidated* PBY-1 airplanes, with a crew of eighty officers and men, under the command of Lt. Comdr. William McDade, made a non-stop formation flight from San Diego Bay to Pearl Harbor, Territory of Hawaii, in 21 hours, 48 minutes, duplicating the flight made by Commander McGinnis with six P2Y-1 airplanes in 1934.

Following is a list of members of Squadron VP-11, who took part in the latest flight:

11-P-1—Pope, L. A., Lt. comdr.; Gage, J. A., jr., Av. Cadet; Balske, C. A., A.C.M.M. (P.A.), (N.A.P.); Potts, W. H., A.C.M.M. (P.A.); Mayer, A., C.R.M. (A.A.); Potter, G. E., R.M.1c; Robinson, E. C., A.M.M.1c.

11-P-2—Haman, Claude W., Lt.; West, L. J., A.C.M.M. (P.A.), (N.A.P.); McPherron, H. A., A.M.M.1c (N.A.P.); Cloud, P. S., A.C.M.M. (A.A.); John,

E. G., A.M.M.1c; Cheney, O. W., Y2c; Anderson, M. L., R.M.1c.

11-P-3—Turner, Frank, Lt.; Cusick, J. O., A.M.M.1c (N.A.P.); Fitzmaurice, M. J., A.C.M.M. (P.A.); Rawls, J., R.M.2c; Griffin, G. G., A.M.M.2c; Sippel, R. G., A.C.M.M. (P.A.).

11-P-4—Dey, W. C., jr., Lt.; Royer, T. W., Av. Cadet; Anderson, J. M., A.M.M.1c (N.A.P.); Sunderland, J., A.C.M.M. (P.A.); Hester, J. H., R.M.1c; Niedzwiecki, J. G., A.M.M.1c; Morrill, N. G., Matt.1c.

11-P-5—Ramsey, Paul H., Lt.; \*Evans, C. H., A.M.M.2c (N.A.P.); Spraggins, J. A., R.M.2c (N.A.P.); Buck, H. D., A.C.M.M. (A.A.); Leftwich, L.L., R.M.2c; Carr, R. L., A.M.M.1c; Meneough, H. M., Sea.1c.

11-P-6—McKechnie, A. W., Lt.; \*Eddy, W. D., A.M.M.2c (N.A.P.); Woodson, J. D., A.M.M.1c (N.A.P.); Cinq-Mars, G. J., A.C.M.M. (A.A.); Daniels, H. E., R.M.1c; Oliver, G. C., A.M.M.3c; Price, R. S., A.C.M.M. (P.A.).

11-P-7—Whaley, W. B., Lt.; Stephens, E. W., Lt.; McLaughlin, S. R., Av. Cadet; Dixon, L. A., A.C.O.M. (P.A.), (N.A.P.); Asher, A. E., A.C.M. (P.A.); Lentz, F. C., C.R.M. (P.A.); Ronicker, G. M., A.M.M.1c.

11-P-8—Craig, Kenneth, Lt.; \*Davies, J. H., A.M.M.2c (N.A.P.); Weaver, R. M., A.M.M.1c (N.A.P.); Coburn, J. F., jr., A.M.M.1c; Matter, W. E., R.M.2c; Joyce, J. L., A.M.M.2c; Logan, G. R., A.M.M.1c.

11-P-9—Ashford, W. H., jr., Lt.; Kuhn, T. H., A.C.M.M. (P.A.), (N.A.P.); Morton, G. T., A.C.M.M. (A.A.); Bailey, H. A., R.M.2c; McDowell, M. H., A.M.M.1c; Daly, H. F., A.C.M.M. (A.A.).

11-P-10—Perrill, H. K., Lt.; Coward, C. G., A.C.M.M. (A.A.) (N.A.P.); Taylor, H. B., A.O.M.1c (N.A.P.); Cossett, O. P., A.C.M.M. (P.A.); Strack, F., jr., R.M.1c; Miller, P. B., A.M.M.2c.

11-P-11—Cooper, E. G., Lt.; Kaenel, L. J., R.M.2c (N.A.P.); Harper, T. A., A.M.M.1c; Roley, J. E., R.M.2c; Griffin, R. V. B., A.M.M.2c; McManus, M. J., A.C.M.M. (P.A.).

11-P-12—Hale, H. H., Lt. j.g.; Lassetter, P., A.C.M.M. (P.A.), (N.A.P.); Waldrop, J. P., A.M.M.1c; Gunsolley, J. W., R.M.2c; Hannah, A. H., A.M.M.2c; Burnish, W. B., C.B.M. (A.A.).

\*N.A.P.'s for transportation to Pearl Harbor for duty.



The *Consolidator* regrets that we are again without the "President's Column."

As we go to press, Major Fleet is on an airplane flying East to look after the varied and far-reaching interests of *Consolidated*.

We hope Major Fleet will be able to give us the "President's Column" next month. —Ed.

Geo. Voigt, tool designer, is leaving for Buffalo on the 24th to aid his father in the cement contracting business. Best wishes for both of you, and hope you can be back with us again. Davidson.

E. B. Clark in charge of night blue-printing has now become the husband of the former Miss Ruth McLain of Riverside, and they are residing at 3336 30th.

Bill Weaver, Tool Inspector, is reported burning the midnight oil over a two-cylinder gas engine of his own design.

E. "Eff" Minch, clerk of the tool room was transferred to Tool Design and while holding the fort there, Bob Young is sleuthing for tools in the warehouse.

## COMPLICATIONS

Mrs. Black: We really must get a new car, John.

Mr. Black: What—when we're still paying installments on the car I exchanged for the car I sold in part payment for the car we've got now?

# OUR NEW DIRECTORS

AT the Annual Meeting of the Directors of *Consolidated Aircraft Corporation*, which was held March 17, 1937, the number of directors of the Corporation was increased to fifteen. To fill the vacancies thus created, Mr. John D. Hertz

1933, Mr. Hertz was Chairman of the Finance Committee of Paramount Pictures, Inc. He is also a director of many corporations, among which are the Chicago Motor Coach Co., Omnibus Corporation, New York Railways Co., Paramount Pictures,



Photo by Pach Bros., New York.  
Robert Lehman



Photo by Blank & Stoller, New York.  
John D. Hertz

and Mr. Robert Lehman of the firm of Lehman Bros., New York, New York, were elected to the Board of Directors.

Mr. Robert Lehman is the son of Mr. Philip Lehman, who is the senior partner of Lehman Brothers. Mr. Robert Lehman, 44 years of age, is a graduate of Yale, 1913 Class. He was Captain, Battery B, 318th Field Artillery, in the A.E.F. during the war. He is a director of many corporations, some of which are the Associated Dry Goods, Puplan Silk Corp., General American Investors, General Foods Corporation, Gimbel Brothers, Pan American Airways, Selznick International and Sylvania Industrial Corp. Mr. Lehman was recently elected President of The Lehman Corporation.

Mr. John D. Hertz, partner in Lehman Brothers since January 1, 1934, started his career as reporter on The Chicago Record. He left newspaper work to become automobile salesman and developed the Yellow Cab systems from which developed The Yellow Cab Manufacturing Co., which was absorbed by General Motors Corporation. From November 1931 to January,

Inc., Invisible Glass Corp., Keeshin Transcontinental Freight Lines, Inc., Madison Square Garden Corp., Arlington Park Jockey Club, Hialeah Park Association, Polo Magazine and The Lehman Corporation.

## Food For Thought

Look upon your job as your business, financed by your employer, with a guaranteed profit to you, even though he takes a loss.

The School of Experience offers but two grades—*up and down*.

It takes time to make a position out of job. That is why nearly all worthwhile positions are filled with men who have been on the job a long time.

Do as best you can, that which you are supposed to do, and soon you will have something better to do.

About the only good luck I have ever had has been a willingness to work.

(Quoted)

E. Roehmholdt, 1810.

## Attention, Explorers!

YOU boys who look at the Archbold Boat with dreamy eyes, thinking of faraway places it will visit and wishing you were going to be with it, should get in touch with "Major" Bill Jensen, whose pet hobby is planning a safari into darkest Africa and is looking for desirable members to make up the expedition.

His plan is to set up a little Utopia in faraway Nairobi on the East African coast and enjoy life in regal splendor.

He has a few openings for desirable members. If you have any qualifications that you feel might fit you to become a member of his party drop a letter in the Suggestion Box and it will be forwarded to him.

As Nairobi is some 14,000 miles from here anyone subject to spells of Nostalgia better consider carefully before deciding as it's a long walk home. "B."

## Rossoll Writes From New Home At Concord

General Delivery,  
Concord, N. H.,  
Mar. 23, 1937

Dear Frank:

Arrived safe and sound to enjoy the tail-end of the New Hampshire winter. Just as soon as we unpack our goods and can dig out a camera, I will take a few snapshots of our home, a brick colonial house, built about the year 1820. Our place is located in the village of Penbrooke, 6 miles south of the city of Concord on route No. 3, between Manchester and Concord. We have 43 acres of land running from the highway down to the banks of the Merrimack River, with a wonderful view of the surrounding hills and mountains.

As you will note, my present mailing address is General Delivery, Concord, N. H. Please send me the present copy of the *Consolidator* (March issue) as soon as possible, as I am anxious to read about what is going on around and about *Consolidated*.

Will write in a week or ten days, after we get settled, giving a more detailed account of our place.

Sincerely,

Felix J. Rossoll.

P.S.—Best wishes to all the boys.

"Well, I guess he missed the train." Such was the sentence which went around the Wing Department when Max "Alice De Goon" Sperry showed up for work the day after the circus left town.



### "Nubbins"

There seems to be a slight scarcity of "Blessed Events" to report but a few of the boys, especially certain members of *Consolidated's* La Jolla contingent, are talking of a cooperative purchasing set-up for near future requirements.

*News Flash!* Lola has been found and the situation is well in hand.

*Flash!!!* Mr. and Mrs. Garner Green announce the arrival of an heir—a daughter. Linda, who weighed 6 lbs. and 13 ozs. arrived with a howl in the wee small hours on March 30th. "Mommy" Green is doing fine although "Poppy" Green hasn't fully recovered.

## Eavesdropping in the Consolidated Restroom Just About One o'Clock

By the "Femme News" Editor

*Vanita:* I went to bed so early last night, and I'm still tired.

*Florence:* (Opening a large thermos bottle) Try some of my Campbell's Vegetable Soup.

*Lillian:* I like my work real well.

*Mattie:* Well, you know . . . Well you know . . .

*Beatrice:* (Just looks and listens.)

*Lucy M.:* Oh, Girls, I baked the nicest cake yesterday.

*Marian G.:* Darling, have you read "Gone With the Breeze?"

*Rose:* What, Escondido? We started for Ensenada—something wrong.

*Catherine:* *Consolidated* is the nicest place I've ever worked.

*Grace:* My ankle is better, but never again—but he was a cute horse.

*Katleen:* Did my Mother cramp my style? She stayed up longer than usual and he went home.

*Agnes:* Got to go to the "Little Girls" Room.

*Fay G.:* With a look of disgust, gets up, shrugs her shoulders and walks out.

*Margaret:* I'm the only ambitious one in the bunch.

*Mary Eleanor:* Quiet. I'll finish this sweater if it takes me all year.

*Dorothy Poblman:* Getting acquainted—just smiles.

*Clara:* Hello, girls, how are you?

*Leta:* I came in late to avoid the rush. Have you a match?

*Marcella:* Well, gals, it's about time to go to work.

*Jean:* I didn't go to lunch until 12:20—I won't hurry back.

*Marjorie:* I wish I was going some swell place.

*Irma:* If it was only 1:01 so we could have a soft seat.

*Frances* (Just entering.): Seems to me this place is awfully crowded—don't you girls do any work?

*Dorothy Peterson:* Pantomime . . .

*Marion Morin:* Get any more machines in that office, I won't have a place to sit. Say, did you hear about the sailor whose wife had a new baby?—She sent him down to the store for some diapers. "How many do you want, Sir," asked the storekeeper. "How many are needed?" asked the sailor. "About two dozen," replied the store-

keeper. "How much are they?" asked the sailor. "One dollar and a half, including the tax." "Never mind the tax," replied the sailor, "My wife will put them on with safety pins."

*Avis:* Mamma and I always have lunch together.

*Louise:* (Does not know the girls very well—but getting acquainted.)

*Fay P.:* It's a lot nicer in Los Angeles.

*Eva:* It's five after one, Blanche will be wild—I couldn't find a parking space.

*Blanche:* Where is my hat? I had a hat this morning. Got to go downtown.

In answer to the numerous questions about the new additions to our group, Miss Dorothy Poehlman is the young lady in Mr. Carpenter's office, Miss Louise Girodon and Miss Lillian Griebner are helping with the Russian Contract, the young fellow with the smile is Shelby Best, Dispatcher for the Hulls, and Jake Deitzer is a transfer from the Sheet Department. Welcome to our happy throng!

### Transfers

Von Meeden from Transportation Detail to "Squirrel Cage."

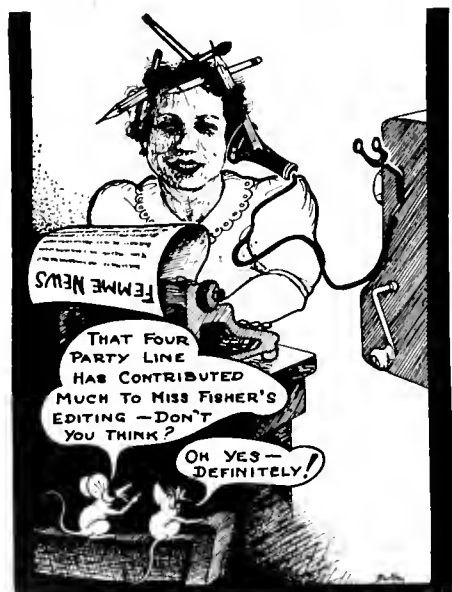
Clardy from "Squirrel Cage" to orderly in "Psychopathic Ward."

### In Memoriam

Here lies the remains of Jonathan Gray  
Who died defending his right of way.  
He was right, dead right, as he sped along  
But he's just as dead as if he'd been wrong.

(Author Unknown)

(Taken from Summary California Vehicle Code—1935.)



# A Week-End at the Air Show

PLENTY of skidding enroute . . . Jack Thompson checking in at the Plaza . . . The new Aviation Club at the same place . . . all the boys there being plenty happy . . . Charley Babb showing us all how to handle the electric rifle and could he clip 'em off . . . Lloyd Stearman telling the boys in the Cinnabar about the new Stearman-Hammond . . . Sammy Metzger of same company (plenty nice one time Japanese boy) doing the same . . . Reed Chambers, one time War Ace and now Aviation Underwriters insurance expert, watching for accidents . . . Doug Kelly of Airtech mingling around . . . Russel Rogers pilot for Richard Archbold enjoying the fun . . . "Pop" Cleveland as ever having a good time . . . The show itself is worth while . . . Louise Thaden, Bendix winner smiling as always, broadcasting her opinion . . . Laura Ingalls doing the same . . . Jacqueline Cochrane doing her say-so by remote control . . . Cliff Henderson beaming at the revenue gate . . . Dana Boller, Stinson pilot showing the new Reliant's advantages . . . TWA's Cocks explaining the new homing device . . . Elvy Kalep, famous Estonian aviatrix, demonstrating her book "Air Babies" . . . Jane Dunn and Lucy Fisher as always popular with everyone, looking things over . . . Harvey Dyer and Tom Colby of the Berry Bros. Colby's entertaining . . . Kenneth Boedecker the Wright expert, taking pictures and autographs in between his explaining the best in motors . . . handsome Dick White in the same exhibition . . . Al Lodwick of the Curtiss Wright Company circulating . . . Sperry Corporation's Mr. Leigh saying "hello" to his many friends after just making a tough trip from Brooklyn, N. Y. . . . Carl Squier, popular Lockheed executive

telling about the "Electra" . . . Waldo Waterman advertising his "tailless wonder" . . . Arch Atherton showing people what makes Switlick chutes open when you pull the string . . . Douglas company's big K.L.M. ship attracting much attention . . . Al Menasco watching his motors go round and round . . . Paul Mantz' blind flying instruction machine receiving much attention in the Standard Oil exhibit . . . W. R. Angell, Jr. showing off his Continental motors . . . Claude Ryan's ST receiving lots of notice . . . Palmer Nichols with his Pacific Airmotive exhibit . . . Benny Howard's fast ship . . . Pictures of our PBV-1's at the Fafnir Bearing exhibit . . . "Omy" O'Mahundra taking care of Garrett Supplies . . . More *Consolidated* products at Baker's Summerill Tubing Co. booth . . . Taylor cub's receiving some growling praise and Major Moseley's "Baby Cyclone" engines throwing off steam to the delight of the model builders . . . and after you have seen everything else, go to the information desk just to ask questions —one blonde and one brunette question answerer . . . mmm . . .

## Vital Statistics

Best looking airplane exhibit—Lockheed.  
Best equipment exhibit—Bendix with Sperry running a close second.  
Smallest airplane—Rose Parakeet.  
Largest airplane—Douglas DC-3.  
Best talker—Cliff Henderson.  
Best shot—Charley Babb.  
Best dressed woman—Jane Frances Dunn.

Best drinker—Jim Pedler.  
Best boat—I wouldn't know.  
Biggest headache—I do know—mine.  
Handsomest pilot—Dana Boller (but girls, he's the father of twins).  
Most missed man—Roscoe Turner.  
—Jack.

Dear Editor *Consolidator*:

My heart glowed when I read the letter in your last issue, suggesting that men of experience write articles (copy from books not being permitted) about how they violate "laws of mechanics" to get a difficult job out.

I have been around and it is with no little pride that I state that in many cases my vocation has sometimes been my vacation. The period of servitude usually terminated when various "laws" were violated —not always deliberately but generally in a decided spirit of ignorance.

Reviewing my past, I can heartily assure you that if an article about how I ran the "Jute Mill" at Columbus, Ohio, might interest the boys, a word from you would be sufficient.

"One Round" Haircut.

Dear "One Round" Haircut:

Speaking for the boys, I assure you that we would all be interested in an article from you. Editor.

It seems to me that if the authorities really wanted to decrease the accidents and deaths on our local highways, they would get wise that the guy who causes double turnout headon crashes isn't the citizen who cruises around fifty or so but the dim bloke who skips along between thirty-five and forty and does it in the center of the road. Don't these mutts realize when they look back at the procession that they're sporting with death for someone else in the line they're holding up while they drive merrily on their way to lag and kill unmolested.  
Les, 7119.

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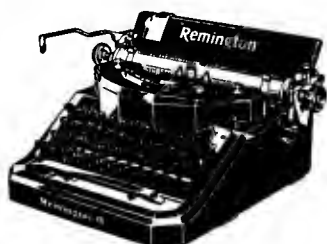
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## Struts and Putts

By Ted Laven

Steve Powell, that ever-hustling young man in the Wing Department, is quite versatile. 'Tis rumored that he can talk equally well with either hand.

Harold Owen, that cart-pushing Romeo from Finished Parts, is writing a book. "With Alice in Wonderland" would be an appropriate title.

That young Irish Maestro, of the padded gloves, Micky Burleigh, gave a demonstration to a certain young lady one evening. Gosh, Mickey, didn't you know that girls could get black eyes?

What was Carl Koenig digging a ditch for at Presidio Hills one Sunday morning? Was I sober?

"Army" Armstrong, that Santa Anita horse-feeder, will take on all comers in a golf game. Don't let that picture go to your head, "Army."

Following his appointment as lead man in the stringer department, "Red" Nickells turns around and carts off first prize in the February suggestion contest. Congrats.

'Tis rumored that Don Kimball, Wing clerk, turned down an offer to play ball with the Los Angeles Angels. Whatsa matter, Don?

I wonder why Art "Toady" Duncan has been so quiet for the past few weeks. Could it be that he is in training for that smoker?

Mr. Charles Bohley, former stringer, now an Experimenter, has taken up drinking Coco-Malt. Would you be so kind as to tell us why, Charles?

Sam Galasso and Jim Elliott, former heads of the mailing and messenger department at the Xpo, are now full-fledged riveteers. Jim has been a *Consolidator* for almost a year now and is gradually losing all his extra "muscle?"

*Caught on the fly.* "Coffee Nerves" Bohley coming out of the police court. Bill Larson praying that nobody breaks his record of 6' 4" in the high jump out at State College. Frank Boyle running into a motor and getting "drilled." Al McLean looking as graceful as a swan while dancing. A certain *Consolidated* official having the door of his car taken off

by one of the *boys* near the North Park theatre (a broken handle was the cause of all the work). "Whitey" working out with regularity. (For what?) Kids sailing boats in the parking lots. A certain *Consolidator* wanting to punch noses to settle our parking problems. Miracle of the week—gate-keeper looking at our badges.

Anda nudder munth has goonbye.

## Scotch Frugality

By Bill Gilchrist, 808

**I**N the Pontoon Department Unit No. 4 of the Buffalo Shop, Thomas Robertson, a Scotchman known to all as Scotty the Sweeper, noticed a lot of bolts, nuts, packer screws and rivets piling up before his broom. Being Scotch and taught to economize, he gathered up a panful and laid them on a table. Another man of Scotch descent had a large magnet in his tool box and tried it out in separating steel from dural with the result that from that time on all such sweepings in the Pontoon Department were sorted and used over and over.

The habit grew to other departments and followed us to California. The accumulation of bolts, nuts and rivets in some departments were the horror and despair of foremen and clerks. In the Hull Department, where so many bolts are used for bulkhead assemblies, an accumulation of several hundred pounds, filling several large pans, was waiting to be sorted. One of the men in the Hull Department had the misfortune to break a leg. Having no group insurance, his friends devised the idea of him doing the sorting. Several pans were taken to him with small pans and paper bags to put them in. After sorting, they were brought back to the receiving room, weighed in and credited to the one who had done the sorting. Three other fellows were laid up for long periods of time so they were given some work to do.

Needless to say, the venture was a success as the men made a few dollars to help pay expenses. The work occupied a goodly portion of their time and kept them from thinking how slowly the hands move around on the face of the clock.

That young man in the Experimental Department, recently promoted to assistant contact man, is none other than Wistar Chubb (8014). That ever-present tuft of beard and well known blue working outfit have disappeared and a sophisticated gentleman now seems to have everything under control.



# News From the Capital



Washington, D. C.,  
April First, 1937.

**T**HESE are busy days at the Capital. So many momentous questions elbow each other for front-page headlines. The Supreme Court debate; the European situation; the question of sit-down vs. stand-up; a flock of assorted murder mysteries; and every day more and more appear. But—believe it or not—all these momentous questions of the day are hereabout temporarily shrinking into insignificance. Two most important events hold the public eye in Washington. The one has just occurred, the other is about to. Number one event, the annual Easter Monday egg-rolling fiesta held on the White House lawn. Number two, the annual cherry blossom Exposition. Regarding the first mentioned, it was a huge success. Everyone had a good time, except the White House gardeners who had to clean up the mess. Tradition has it that this practice was started in a long distant administration when the children rolled their eggs on the Capitol grounds. The law-makers objected. (Did it interfere with log-rolling?) The then President, coming to the kids' rescue, opened the White House grounds to them, thus saving the day and the custom to posterity. This year 53,180 children and their escorts crowded the grounds, an all-time high. Of these about 180 got themselves lost, and were impounded in a commodious play-pen until their parents caught up with them. Grownups were not allowed on the grounds unless accompanied by one or more children. This led to a lucrative trade on the part of business-minded youngsters who stood outside the gates, calling out "Take you inside for a quarter, Mister!" Some muscled in for as low as a dime.

Egg-rolling as practiced in Washington, consists of putting the humble Ovum

Gallinae (egg to you) through a number of paces for which Nature did not originally intend it. Rolling it along the ground is simple enough, and quite innocuous, but the peculiar inner consistency of eggs, even though hard-boiled, (some were not) is a great temptation to modern youth. Shiny games, base-ball games, (ever see an egg collide with a baseball bat?) and just plain sock-the-next-fellow and then beat it before he socks you, are a few samples of the diversions of the day. O yes, some are eaten with the picnic lunch. The President made a short speech. Mrs. Roosevelt made a personal appearance. The grounds-keepers looked on, eggs flying to the right and to the left of them, wishing that vacuum cleaners could be made a little larger. One by one the kids left, bought toy balloons on the Avenue, went home. Eggs within and without.

O yes, we were going to say something about the cherry blossoms. These haven't happened yet, but should, next week. Beautiful Japanese cherry trees line the boulevard along the Tidal Basin. They were presented to the United States by the Mikado during the administration of Theodore Roosevelt. The large double blossoms are unique, and produce no fruit after they have run their cycle. Last year, cold weather froze them out, so this year, taking a page out of California's book, smudge-pots were set out, and it is claimed, saved the crop.

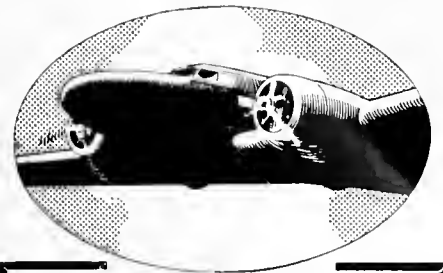
And also saved the day for Washington's hotel keepers and souvenir merchants.  
Ed.

## A Male Chorus--What?

How many males are interested in a male chorus? That is the question Paul M. Pease (5512) of the Hull Department asks. Paul states that he has had training and experience in this line and would be willing to work with a group of HE-MAN Choristers a few evenings of each week. A very generous offer, Paul.

The Experimental Department wishes to extend its deepest sympathy to Daniel Martin (8028), whose mother passed away March 22nd.

Ask Joe Maloney to tell you one of his pet stories. His collection is absolutely tops. Space and the censors do not permit the printing of a sample.



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# . . . Everybody's Doing It!

**S**ATURDAY, March the twenty-seventh, was probably just a de-lovely California day to most employees of *Consolidated* but for the lads that come to work Saturday a. m. in clothes styled by "Esquire," it was truly a day of celebration. The occasion, by the way, was the last Saturday of freedom for George "Sonia" Sharp. The place was Strobel's Bavaria and master of ceremonies, Frank Carey, presided.

Several departments were well represented and the total present added up to twenty-four. The pace was set by (Groom to be) Sharp with his "farewell to freedom" speech and highlights of the program were numerous.

Music was prevalent and was ushered forth by the golden voice of Bob Mussen. The sweet tones bellowed from his inner soul and reached down into the cockles of our hearts. O'Kay O'Connors gave an interesting speech for which he neglected to select a title. However, the total presentation added up to a tied score with the bases loaded.

Ray Peterson very ably kept Charles Leigh in debate on the discussion of a four-hour day! However, Mr. Leigh outwitted the crafty Peterson lad at every turn. It proved to be more than entertaining.

Eddie Jones kept Marvey Muck and Bob Whitney very well entertained with his reminiscing on New York nights with Mac McLaughlin.

George was overwhelmed when he was presented with a pair of silk pajamas as a gift from the boys.

Whitey Dake put across some elegant announcing through the medium of the microphone and several thriving quartets. The party broke up eventually as the stags wandered home to their gals.

Frank Carey and Eddie Jones rate plenty of credit for the swell way in which they made it possible for us to wish George the best of luck and happiness in his married life.

On March 19th, Holmes West (8113) took the fatal step with Elizabeth Connon of San Diego. After a formal wedding, which we learn had all the trimmings, the couple spent a brief honeymoon at Palm Springs. How do you do it, Red?

News has recently come out that Bob Peters (8051) and a Miss June La France took the vows in Yuma late this February. It was a secret long enough, Bob, and we're glad to hear of it.

Paul Dirzuweit (8054) has finally confessed as to his whereabouts on March 20th. According to his red and beaming face, it looks as though the venture to Yuma was quite successful.

Charles Bohley (8156) claims that he did not develop his limp walking around the plant looking for that 9/64 joggle. We still have our doubts, Chuck.

Dave Wilkinson (8021) and friend wife are mighty busy these days with that new home over at Bay Park Village. In their enthusiasm, it is hard for one to determine whether they are painting the house or themselves.

## Sturenger vs. Phillips

Another *Consolidator*, this time Alfred Sturenger of our Tool Hardening Department and Miss Mary Phillips of San Diego held hands and were welded together by a local Peace Officer on April third.

Al is the son of George Sturenger of our Heat Treatment Department, who gave the young folks a very pleasant reception which was attended by many friends and fellow *Consolidators*.

The boys all send their heartiest congratulations to the happy pair, but don't want to forget to thank Papa George for a swell lunch and plenty of good beer.

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# HIRAM PLOWBOY \* \*

Dear Hiram:

Had quite a time gettin yore letter. Pap started down to the male box for to get yore letter last week and got lost. You see, there has been a dust storm blowin' this last week and it took eighteen of Jake Gullitz' dogs and three serchin parties to find him. He wuz alright, though. His nose had led him to Uncle Zeb's still, and he has been holed up there the past week. Brother Zeke hitched up ole Fanny and plowed the dust away from the male box to get yore letter this morning.

I know you've been worrying about the red heffer, Hiram, but you can quit now. You shore will be pleased to hear that she upped and caffed. It shore looks suspishusly like Gullitz' shorthorn bull.

So yore werkin in the paint shop there in the airyplane werks. I allus knowed that yore experience from whitewashin Ant Samatha's backyard fence would cum in handy sum day. Its shore thrillin to think of you paintin all them planes. How many planes a day do you paint? Pap sez the dust has plum wore the paint offen our new outhouse and sez since yore gettin to be quite a shakes as a painter, mebbe you cud cum back home in one of them airyplanes and paint it sum evenin without losing any time from yore werk. Pap sez if you'll do that, he'll give us the new caff for when we get hitched up. I tole pap that if you didn't get a snap in yore briches, the pore caff would grow old and die before you get enuf paint throwed to fernish us with splicin money. An it takes a lot of paint throwin for us to get enuf money to buy the old Widow Klutterbutts place like we was of a mind to.

Now don't get riled about my kinda hintin about our plans, but fokes are a-talkin.

I gotta close now, Hiram, cuz as you know, Brother Bob isn't allus brite, and I gotta go out and watch to see that he don't hitch old Fanny to the mowing machine to go to town like he did last week.  
Your sweety,

Elmira.

Dear Elmira:

Got yore letter and wuz shore glad to here about the red heffer. I tole ole Jake Gullitz that fence between those pastures wuzn't strong enuf. Anyhow, its our caff.

Life has been kinda easy for me here lately, and I haven't painted many planes. I been doin a powerful lot of government work for the boss. It must be turribly important werk, cuz I have to be awful careful. Yestiddy, though, the boss saw me scratchin my stummick and said I oughta be a good man for scratchin off paint. So he give me a bran spankin new scrub brush and put me to work. If I make good at this, I'll have me a lastin job. I might even be boss scrubber before long.

Ran into an interestin bit of information the other day. I happened to notice the crick that runs by the plant was purty good sized, and I asked a feller here in the shop by the name of Bud what crick it wuz. He sez its the Pacific Ocean. Would you believe it? It don't look nuthin like the one in Cuzin Jule's jogriffy that he showed us one day. This feller Bud also tells me that sharks, wales and sum dang fishes called ocutrussuses with eight legs swarm in that there water like flies around a ded horse. Would you believe *that!*

Had quite an interestin experience here the other evening. Wuz wawkin down the main drag (city tawk for main street) and happened to look in a winder and saw a bunch of peepel sittin around at little eround for folkes to put food on just like

tables eatin and a bunch more passing trays the picknicks back hom. I shore thought I wuz in luck to run inter a regular bang-up soshial herein the city. I wawks in, grabs a cuppla trays and starts loadin up. But when I got to the end of the counter, there wuz a gal there who gave me a slip and said I had to pay for all them vittles. It made me so dadburned mad to think these peepel would have a picknick and then charge a feller for it, I just ups and says *rooster eggs!* and wawks out. You know thats my cussingest cuss word and I have to be awful mad to say it.

Herd a houn dog soundin off here the other mornin and it really put me in a coon-huntin frame of mind. I been lookin and inquirin around to find out who the coonhunter is, and a feller tells me its a submarine whistle I been hearin. Emagine that—whistlin coon hounds! I aint never herd of a dog of that breed, but I'm still alooking.

The first chanct I get to tawk to Majer Fleet I'll borrrer a plane and cum rite back there to take care of that little paintin job you got. Herdin one of them airyplanes shouldn't be no worsen than drivin that Barney mule of mine when he's cantankerous. Still an all, I might not be able to find home if the dust storms you tawk about blow much more of it away and move other farms in.

So you still have to watch Brother Bob, eh? It's shore too bad that mean mule kicked him in the head when he wuz a baby. The only thing I can think of that could be is a Timekeeper.

Yore sweetheart,  
Hiram.

It would be interesting to know what was behind the joke that was so funny to Jess Brown recently. Perhaps Grace Koenig or Jerry Swartz can tell us the details.

"Papa, what makes a man always give a woman a diamond engagement ring?"  
"The woman."



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By Dan Miller

**H**OWDY Folks! Another month has rolled by and again we present news flashes from here and there, gathered by our many news-hawks in the Machine Shop.

Our Bowling Team is just one game out of first place and it looks like the Machine Shop, although not so good at Basketball, is doing all right by itself in Bowling.

It has been rumored around that Paul Madsen, Milling Machine operator, has been downtown looking over some fancy store teeth since he ate that cardboard sandwich on April Fool's Day.

Can anyone tell "Pop" Felton how to reduce while he eats—pound cakes, fruit cakes, upside-down cakes, etc.?

John (Paducah, Ky.) Myers, self-styled idol of the Ozarks, paid his first visit to a big town Saturday, March 20, when he went to L. A. in company with three other big-townners from the first night shift. After diligent search, John finally found a pair of up-to-the-minute shoes that fit his feet. He can't understand why it is so difficult for him to find shoes that fit. After all these years, John, what do you expect of feet! Well, one of the highlights of John's visit to L. A. was a burlesque show. As John puts it, "I never seen so many pretty gals in my life, and why blame me if I drowned out the actors in my enthusiasm?" John was so thrilled by the big city and the pretty gals that, at the end of the show he threw his hat in the aisle and tromped on it. Psst! He also

saw Joan Blondell. You should hear him! Whoopee! He is telling the world as he told the audience in the theatre! John says that, after about a three months' rest he thinks he will be in shape for another mad weekend in Los Angeles!

### A Bathtub With Wings

**I**N looking through a pile of ancient magazines and things of the not too distant past, when aviation was still more or less in its infancy and embryo and designers were struggling with aerodynamics, a picture came to light with the caption, "Flying Bathtub." Unusual to say the least and our curiosity being aroused, we read further and found it to be designed by an engineer attached to the Experimental Staff at McCook Field.

The ship was powered with a Henderson converted motorcycle engine and flew successfully, although it attained a speed of only 60 to 70 miles per hour, which brought it dangerously close to the stalling point. The fuselage was later enclosed, thus cutting down the parasite resistance and greatly improving the performance.

Being exceedingly novel in design and in as much as the designer is now on the Experimental Staff at *Consolidated*, we thought this might be of interest to those who have heard of him as well as those who know him.

This is the Dormoy Flying Bathtub, designed and built by our Etienne Dormoy in 1923. Rather a far cry from the PBY's!

I. W. Hicks, 1558,  
V. F. Leisenring.

Thanks to each and every one of you for the many donations which amounted to quite a sum, which was handed to me by your representative, Dick Moore; and thanks to all who dropped in to see that I was still kicking. But, after all, I had nothing to kick about as I was in a swell place and received the best of attention from the numerous nurses and such.

I now have my doubts as to whether the boys came up to visit me or the nurses!  
Bob Hague, 4088.

The Cinderella Boys are quite concerned over "Hyacinth's" condition and have made several trips to an Indian Veterinary about it. She, no doubt, became over-exposed during her wanderings last month while the boys were trying to find their mine out in the Fishcake Mountains. The mine being washed out and the boys feeling washed up makes this new problem more or less hard to handle but the boys should find a way.

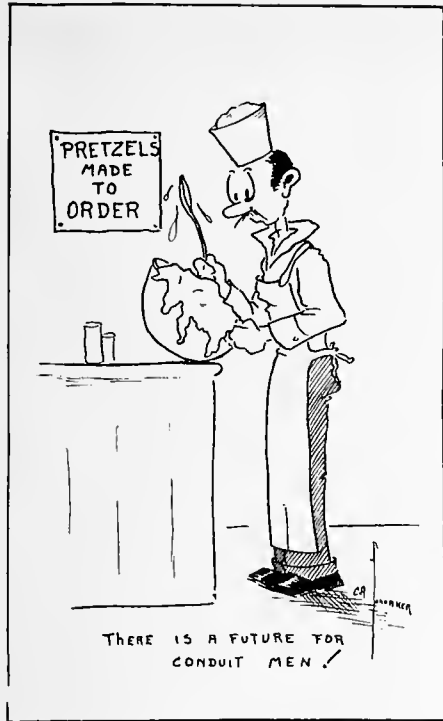
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## Thompson Returns

We again have in our midst Jack Thompson, genial Chief Inspector, who recently returned from a trip to that Mecca of many a homesick New Yorker—Buffalo.

Jack left San Diego, March 22 at 5:30 p. m., and reports that he had a safe trip in spite of the fact that Mother Nature put on a special show for him enroute to Kansas City and displayed some of her choicest wares—blizzards, dust storms, rain storms and rough weather. Because of the weather, breakfast was not served—even if Jack had been able to eat any!

The weather in Buffalo was mild the first day of his arrival. The next day, however, he was treated to the spectacle of a severe blizzard which, he was informed was the worst Buffalo had experienced this winter. Instead of complaining, Jack was jubilant, because it reminded him of old times.

While in Buffalo, he visited Bell Aircraft, which he found extremely busy. It was at its peak production on our PBY-1 panels. At the time of his arrival, 5 sets had been completed.

On his return trip, Jack stopped over in Pittsburgh where he visited some of our vendors. He enjoyed a very pleasant visit at the Aluminum Company of America and had the privilege of visiting their research laboratory.

After a somewhat rough return trip, Jack arrived in San Diego, Sunday evening, the 4th of April.

Welcome home, Jack, we're all mighty glad to see you again!

Johnny Alls is about as Scotch an inspector as *Consolidated* can boast, for when Johnny was recently given two free passes to the wrestling matches, it is reported that he asked his benefactor for the 10 cents to go with it!

### The Man Who's Square

There is something in the twinkle of an honest fellow's eye  
That can never be mistaken and can never be passed by!  
Be his station high or lowly, there's that dauntless, upright air,  
That convinces all beholders, that the man they see is "square."  
Heaven gives such men influence over those they daily meet;  
If they see a fallen brother they will help him on his feet,  
Make the "sneaks" a bit uneasy, make the "false" act kind of fair.  
For the greatest rogue on record will respect the man who's "square."

No. 532.

Joe Shields, 1871.

SAY YOU SAW IT IN THE CONSOLIDATOR

## Hollywood Comes To San Diego

A new and interesting venture in movie magazines has been introduced to San Diego. The new magazine combination of Hollywood Now and San Diego Now was offered to San Diego this last March.

"Hollywood Now" is published in Hollywood while "San Diego Now" is published in San Diego. The two parts are then bound together and distributed under the title of "Hollywood Now." The publication of the local section and the distribution of the entire magazine is entirely in the hands of the San Diego Now Co., made up exclusively of San Diego residents.

The news content and art work of the magazine are outstanding—well above the average. It is the only magazine of its kind and should gain a wide following in San Diego.

The purpose of the publication, to give clean and interesting facts about the better pictures as well as news of interest about San Diego and residents of San Diego, is novel to say the least. It should go over. *Consolidator* wishes the best of luck to "Hollywood and San Diego Now."

Art Petzon, demon tool designer, paid his old haunt here a brief visit last month and flew back to Buffalo, headed for a new adventure abroad. If the designs get tough, Art, remember the advice you used to give the boys . . . "Use a  $\frac{5}{8}$  nut."

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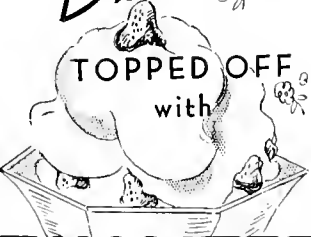
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# COLORFUL PROTECTION

By A. W. Wright, 6037

**P**AIN'T—a commonplace word for a commodity which has so interesting a background, so useful a present, and so colorful a future.

To our best knowledge, paint was first used by Greece and Rome in the days of their supremacy, and perhaps even by the Egyptians at the time of the Pharaohs. Examples of their use of paint may be seen in the vases on which skilled artisans depicted heroic deeds and figures with paint as their medium of artistry. Since that time paint has come thru the period of the Medieval Ages, the Renaissance, etc., until when the first explorers found America, the Indians were adorned with red and yellow from the blood-root and yellow puccoon. Moreover, the Indians had made large paintings on rocks, some of which retain their color and outline even today.

But from where does all this color emanate? One simple little word explains it. Pigment. Pigment is differentiated from dye by its insolubility in the medium in which it is mixed. True dye will form an almost complete colloidal dispersion in its vehicle. Pigments come from many sources, such as native colored earths, separations from metallic compounds and other mineral sources which are so numerous. In fact, any colored substance capable of being prepared in the form of impalpable powder and insoluble and unalterable under ordinary atmospheric conditions can be classed as pigment. Naturally many which come under this category are eliminated as unsuitable. A few general requisites for a good pigment are covering qualities, imperviousness to vehicle, proper spreading or flowing, formation of a durable, protective coat when completely applied, purity and brightness with power of tint, capability of mixing with other colors and permanence of color after long exposure.

In 1804 the first white lead paint was manufactured in the United States and the first varnish paint or enamel in 1815—both in Philadelphia. The first paint patent was issued in 1867. In 1835 the second synthetic white pigment was produced in commercial quantities by Le Clair in Paris. Lithopone, which today exceeds all other white pigments in tonnage output was introduced in 1874 but its production was limited until 1920. Titanium oxide and antimony oxide are comparatively new. White barytes-abestine and silica are commonly used as extenders.

Except for the chemical reactions involved in preparing raw materials the or-

dinary operations for preparations of artisan's colors are simple. When painters ground their own colors, they used a slab and muller. But today efficient machinery has been devised, making it impracticable and uneconomical for the painter to grind his own paint. Very fine pigments are ground as are ordinary ones and then floated in large vats. As the heavier particles sink, the lighter ones are skimmed off of the top, dried in constant temperature ovens, ground again, sifted and stocked.

Here would be a good place to mention a few pigments and their sources. In the whites we have white lead, zinc oxide, and baryta, a derivative of barium sulphate. Among the blues are ultramarine or powdered lapis-lazuli, and Prussian blue or cyanide of iron. Ochres and sienna earth and the chromates of lead and various other metals give us yellow pigments. The pigments then, the heart and body of paint, are numerous and many hued. They are used in all types of paint with the exception of clear coverings.

Now a word or two about the different varieties of paint. Varnish is manufactured by melting resins at high temperatures in large vats and mixing preheated oils so that the resins are not precipitated. The vats formerly were large black pots and were heated over a coke fire in open ovens. Now most of the heating is done by electricity. After the hot oils and resins are mixed the mixture is cooled and driers and thinners are added. The difference between paint and enamel is that the first is ground in oil (linseed, china wood, etc.) and that the second is ground in a varnish vehicle, or oil containing resins. Shellac and other spirit varnishes are made by dissolving spirit soluble gums in alcohol. During the world war nitrocellulose dopes came to be used on airplane wings and are forerunners of modern nitrocellulose lacquers. The chemist has improved nature's tree gum product, resin, and now a synthetic resin is produced from which our synthetic enamels are derived.

At the present time there are several thousand varieties of available paint and varnish finishes. About forty percent of these are used for finishing manufactured products, *Consolidated's* usage being in the category, and the other sixty percent are for retail consumption.

As a consumer of prepared paints *Con-*

*solidated* uses enamels, synthetic enamels, lacquers, nitrate and acetate dopes, varnishes and shellac, and the comparatively new primer, zinc chromate. The raw material class includes turpentine, nitro-cellulose thinners and acetate thinners, retarders, aluminum powder (one of our pigments again) and other smaller items incidental to jobs as they come up.

Paint—ah yes! just look at one of our ships as it is rolled out of the "X" building to be delivered to the Navy.

## Gun Club

THE indoor ranges in Muehleisen's and Stanley Andrews' sporting goods houses are both stopping lead regularly in the weekly Gun Club shoots. Monday afternoons at 1:00 p.m. the regular night crew holds forth at Muehleisen's range, while day men have been meeting at Stanley Andrews' Wednesdays at 7:00 p.m. The ranges will both accommodate small bore rifles and pistols of any calibre. Both are 25 yd. ranges.

The Police Target Range, on Broadway Extension, is available to the club the second Sunday of each month. Ample room for pistol shooters is available in 25 and 50-yard ranges, and rifle men will find excellent 50 and 100-yard ranges.

The monthly Shoot held on the Police Range is becoming a competitive affair between the day and night crews who each provided a team to represent their group at the April 11th Shoot, results of which have already appeared on the outdoor bulletin boards.

The Club offers members the privilege of shooting monthly in competition at regulation targets, and weekly shoots of an informal nature. Application has been made for group membership in the National Rifle Association, which will, when granted, enable members to shoot for regulation medals over the military qualifying course, give the club contact with other shooting organizations throughout the country and make competitive arrangements with other N. R. A. member groups much easier. Both guns and ammunition are now available to members at wholesale prices if bought through the club from regular jobbers.

Scores are getting better and each week finds more of us shooting and enjoying it. The time when *Consolidated* can offer some competition to various other local shooting groups seems to be not far off. Those of you who have expressed interest in shooting are cordially invited to attend any of the meetings most convenient to you.  
George Kendall.

## Bull Thrower's Club

The daily noon sessions of our Bull Throwers Club have lost its master of ceremonies and charter member, Frank Wallace, who has been transferred to the Wing Department Tool Crib. During the past month, sorry to say, we have not enjoyed even one visit from Benny Keigle of the Welding Department. Stop in once in a while, Benny, just for old times' sake!

Henry Golem and Jimmy Patten were in the gang that went out deep-sea fishing and both came back with fish, which is more than some of the rest did. They both had a good time and are looking forward to the next fishing trip. Bob Williams tells me he has his tackle all ready and is waiting for fishing season to open on the lakes where he likes to do his imitation of Izaak Walton. He would like to go deep-sea fishing but somehow his gastronomical regions don't function very properly after being tossed around by the Pacific Ocean.

On Sunday, April 18, at the Police Range, the big duel of the century, between the day crew and the first night crew of our shop will take place.

The night crew have been practicing for several months now but the day crew says that, after the Shoot, the night crew will have to practice several more months before they will have nerve enough to issue another challenge. On the other hand, the night crew says that they are going to beat the day crew so badly that they will go back to the bow and arrow and start all over again at the bottom.

Hank Golem is going to act as referee and it is up to him to see that both sides abide by the rules. I know right now that he has a job on his hands, but as long as everyone is happy when the Shoot is through, we can consider it a success.

### I Love You Mother

There is a lady I love so well  
You'll love her too, because she's swell  
Her rosy cheeks I'll always kiss  
And the girls with the painted lips I'll miss  
It may be hard to up and say  
"I love you Mother," every day.  
But don't be shy, just up and cry  
"I'll love you Mother," until I die.


### Mother of Mine

There is a day that is so fine  
For that dear lady, "Mother of Mine."  
Upon this day she must not bear  
Burdens of others, or children's care  
For this day, Mother, this day so fine  
Is one for you, Oh Mother of Mine.

Written by Carl Gilchrist, Hoover High School,  
Son of W. C. Gilchrist, 808, Welfare Director.

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SAN DIEGO

## Tropical Fish

By Phil Bourque

NOW why, one might ask, should a great big he-man (ahem) find tropical fish fascinating? Why not select a hobby that is easy and simple, such as stamp collecting, first editions, knife handles, etc. Why pick a tough one? Because, raising tropical fish is difficult and different. The deeper you delve into the ways and means of properly caring for them, including propagation, adequate aquarium facilities, feeding, etc., the more intensely interesting it becomes—hence my reason for selecting a tough one.

Now, I am by no means an ichthyologist (dictionaries please) but without becoming too terribly dry and technical, I'll try to give you, gentle reader, a few pointers or interesting sidelights on my hobby.

To begin with, most tropical fish, were imported originally from tropical countries. In other words, by nature they will thrive only in warmer climates. But the aquarist can raise them in the arctic, if he knows how. There are several hundred different varieties of tropical fish and contrary to general belief or knowledge, fifty or more are live-bearing.

In my aquaria, I have about twenty varieties, Guppies, red, blue and black Platies, green and Mexican Swordtail, black Mollienisia Sailfins, Corydoras (a catfish from Brazil) pink catfish (from Honduras) and Scalere (Angel Fish), etc. My favorite, for beauty of color and grace of movements, is the "Scalere." Its body is circular, with dorsal fin of a greater aspect ratio (get it Consolidators?) than is usually found in other fish. Beautifully marked with vertical stripes of glossy black and mother of pearl body, it glides gracefully and effortlessly through the water using only the pectoral fins—the motion being barely discernible to the casual eye.

Of course, delicate fish require the best in living quarters and besides maintaining an aquarium temperature of 70 to 80 degrees, oxygen must be furnished by the water as it is consumed by the fish. Nature provides aquatic plants for this purpose, however, aeration of the water is sometimes performed by means of an air pump.

Feeding, which is necessary only once daily, presents the least difficult problem (and incidentally the least expensive) of the hobby. In fact, fish will survive several days without food. A proper diet includes finely chopped worms or canned

and raw fish, mosquito larva, daphnia, ground salmon eggs and specially prepared dried food.

Now to describe the breeding of a few species. Of the *Live-Bearers*, the Guppy will be considered. Approximately one



inch in length, the female will deliver from ten to thirty young about a quarter-inch in length. This pleases mama fish very much, but, believe it or not, tends to develop the cannibalistic instinct in papa fish; so, I have been compelled to provide a separate tank or "maternity ward" for expectant mama fishes. Then, there are three general classes of *Egg-Layers*: those which drop non-adhesive eggs, those which carefully place adhesive eggs on plants or rocks and those which drop adhesive eggs. The *Brachydaniorerio* or "Zebra" is an example of the first class, the "Angle" fish in the second class and last the Barbs.

If you've read down to here. I'm lucky; and I really won't tax your patience further—I could go on and on (No! don't go away, I won't do it. I only said I could!) but space and time do not permit—so, come up and see my tropical fish sometime.

Twenty-five years of marriage to the same wife! That's the record of Jack Irwin, Argentine Wing Spars, who was married in Hamilton, Ontario, Canada, April 17, 1912.

Nottleman, 4417.

Know ye, one and all, that Richard T. Hoskins, of Leading Edges, is considering entering the Holy State of Matrimony. Lonnie Dean of Leading Edges has almost got Mr. Hoskins talked into it. Ask either one of them.





**MAINTENANCE TEA DANCE**

**THE MT STAG**

By Robert F. Jones

ON Saturday afternoon, March 20th, Bob Combe, MT Mechanic boss stole a page from the book of Fink-Morris & Co. "caterers and ambassadors without portfolio to beer gardens and wakes," and threw a "stag" party for the entire personage of the department and their friends.

We were notified a week in advance that for the sum of one buck we could enjoy the afternoon at Kennedy's Riding Stable with all the food, beer, etc. we could assimilate. After being notified, ladies and gentlemen, we were in rapid succession edified, terrified, horrified, mystified, ossified and petrified.

We were edified when we found our sorrow that three fingers are much more effective with "galloping dominoes" than five; ask a certain carpenter about that. We also learned that small green cubes are much easier on the hands and floor than the large red variety.

We were terrified at the daring of our boys on the back of Mayme, the donkey. The afternoon uncovered no Buck Jones; however, equestrian honors go to Chuck Radden for his long and faithful ride. He was still trying to get off when night fell.

We were horrified when the beer pump broke, but the MT's made a speedy repair proving a millwright is useful in any company. It was only this rapid repair that saved Beer Baron Morris from heart failure and spoiling a good time. Some of

us were mystified at the amazing way four aces beat a straight flush—of course you have to have Morris & Fink in the game for that.

As for ossified, fellow-workers, we were all of that. Some of us shed our false teeth, others played leap frog over the bales of hay, while Hank Fink and Bill Maloney specialized in the adagio accompanied by their own "music?"

We were petrified when the following write-up appeared in the Sunday edition of the San Diego Union:

**"CONSOLIDATED EMPLOYEES GUESTS AT DINNER-DANCE**

About 200 employees of Consolidated Aircraft Corp. were guests at a party yesterday afternoon and last night that was sponsored by Helen Munford and Mary Tipton at the Ken Yen Riding Stables, formerly Kennedy's night club, on Highway 101, Mrs. Munford said.

The party began early in the afternoon. A dinner was served at 7 and a dance followed."

Some of the married men are still explaining it away; ask Hosteller. The single personage of our department is still crying "gyp"—we missed the lovely ladies completely. Only one man dressed for the occasion and he acquitted himself nobly with both women.

In short the MT's had a real get together and bouquets go to Bob Combe for the idea, O. Darling, E. Fink and R. Shultz for the special caterer's service and to the entire crew for coming out and joining in such splendid fellowship, making the day one that will be remembered pleasantly for a long time to come.

Timekeeper Hugh Burlingame and a party of friends enjoyed an afternoon of sailing on San Diego Bay, Sunday, March 21st. The amateur yachtsmen ran afoul on the beach and found themselves securely stuck in the mud. Hugh volunteered to push the boat back into deep water. He applied himself vigorously to an oar and succeeded in releasing the stranded boat. The boat came loose with a jerk but the oar stuck in the mud and "Burly" stuck with it, clothes and all. His friends hauled him out and the party returned to dry land with the sadder but wiser Burlingame.

Other members of the party were: John Russell and Drew Kline of the Finish Department, and George Welty of the Accounting Office.

The following nifties are excerpts from United Aircraft's "Bee Hive":

"Who is that man over there snapping his fingers?"

"Oh, that's a Deaf Mute with hiccups."

# Industrial Preparedness as Related to Air Corps Needs

IT was not until most of the nations of Europe were locked in the World War that the importance of industry in its supply of munitions began to be appreciated. All the paraphernalia of war,—weapons, machines, ammunition, in fact, all supplies,—are used in vast amounts in a major conflict. Armies and navies must not only be well supplied at the outbreak of war, but a continuous and sufficient supply of munitions must come to them in a steady stream as long as the war may last.

Thus, the success of a modern fighting force is directly and immediately dependent upon the ability of the nation's resources to satisfy promptly its requirements in munitions. In addition, thruout the duration of the war the nation must continue to provide all the material things upon which the health and well-being of its population depend. War is no longer simply a battle between armed forces in the field—it is a struggle in which each side strives to bring to bear against the enemy the coordinated power of every individual and every material resource at its command. The conflict extends from the soldier in the most forward lines to the humblest citizen in the remotest hamlet in the rear.

Prior to 1914, the tremendous influence that industrial and economic factors would exert in modern war was but dimly appreciated. Since the World War, many thoughtful students have devoted to these questions a great amount of study and research. Exhaustive accounts of almost every kind of industrial and economic activity in that war are now available. These serve as a basis for the deduction of principles applicable to this phase of modern warfare. The demands which the World War made upon all processes of national life gave simple evidence of the magnitude of the problem of supply for a modern nation engaged in a major conflict.

The industrial experiences of most of the great belligerent nations during the World War were, in many important particulars, strikingly similar. The following observations apply with almost equal force to each of these countries:

Adequate provision to supply the munitions needed by the armies in battle had not been made for more than a brief period of time. The amounts of ammunition and supplies consumed daily on the battlefield far exceeded pre-war estimates.

It was soon found necessary to begin exercising a governmental control over

the nation's raw materials, labor, power, transportation systems, and producing facilities, and to direct their use for those purposes which would best meet the immediate needs of the nation as a whole.

Extraordinary demands for certain types of materials and services occasioned violent disturbances in prevailing price levels and necessitated governmental measures to fix or control prices. These measures varied both in scope and kind in different countries.

Methods used to direct the industrial effort had to be extemporized in the heat of conflict. The folly of permitting the country to drift into war without having made provision for prompt mobilization of industry was brought home to the people and to their leaders. The country was saved, initially at least, from disastrous results because the enemy, through a like failure, was unable to take full advantage of the situation. Specifically, in the case of the United States, grave consequences during the preparatory and readjustment periods were avoided because of the protection given by the armies and navies of our Allies. In all cases, however, improvised methods were unable to prevent extravagance and delays in procuring munitions or to prevent profiteering in some quarters and unnecessary suffering in others.

The need for industrial preparedness in the United States is of no less importance because of the vastness of our national resources. While the United States is the greatest industrial nation in the world, the national policy of maintaining and equipping a relatively small army and providing limited war reserves makes peace-time industrial planning for a major war effort an essential phase of national defense. The objective of the plan has been definitely to ascertain what supplies are needed and where and how soon they may be procured—all at the lowest cost to the Government with a minimum disruption to normal conditions.

Thru the effort of the Assistant Secretary of War, there has been prepared a comprehensive industrial mobilization plan, which outlines the measures considered necessary to meet the supply requirements of all the armed forces of this country in the event it is engaged in a great war.

The revised plan is in effect a master industrial mobilization plan setting forth the

principles and policies that should govern in the coordination of American industry in the support of the military effort, and is reinforced and extended by supporting plans within the respective departments for the procurement of the various materials required in war. Coordination between the two military departments is achieved through the agency of the Army and Navy munitions board.

The master plan provides for national industrial controlling agencies under civilian direction, the principal one being the war resources administration, which follows somewhat closely the war industries board which was developed and used so successfully during the World War. Other national administrations provided for are: War trade to govern imports and exports, a war finance control commission to assist in financing war production of munitions, a price control commission, and others as may be found necessary under war developments. The planning branch of the office of the Assistant Secretary of War and the planning offices of each of the Army supply arms and services are particularly active in determining the war requirements of the Army, both finished items and raw materials, surveying sources of supply, and matching existing production facilities to specific war needs. Strategic and critical raw materials are receiving special consideration. Standardization of equipment has been a continuous study and development.

The difficulties of the Air Corps in planning for war-time procurement are increased because of the small size of the aeronautical industry. In order to get sufficient airplanes to meet the requirements of the General Mobilization Plan, it is necessary to plan the conversion of additional manufacturers to the production of airplanes. The industry most suitable for this conversion is the automobile industry and particularly the body builders. These companies have press equipment that can form sheet metal rapidly. They have large organizations accustomed to working together and management and management systems accustomed to mass production with all its attendant functions of purchase, stock-keeping, etc. Their buildings, in most cases, have more than adequate floor spaces, and clearances are usually ample for everything except final assembly. New buildings will be required for this and plans are being made for their erection on local flying fields.

By converting these facilities—the above

**Maj. Philip Schneeberger, A.C. and Edgar N. Gott**

advantages are secured, but same could not be obtained by attempting to expand the present aircraft producers into organizations of gigantic size. To do that would involve many problems. It is planned, of course, to utilize every aircraft manufacturer to as full an extent as possible and most of their plants will be expanded to a considerable extent. The work of planning is a never-ending one, for not only are the articles changing but the manufacturers and their plants are also undergoing a constant change and flux.

For each of the important articles used by the Air Corps, there is made a procurement plan, summarizing the steps to be taken by the Government and by the manufacturer in procuring the article. These plans also include statements from manufacturers of important contributory items as to their ability to manufacture as sub-contractors to the prime contractors, and statements relative to sources for other purchased components and additional machinery needed in the plant of the contractor.

There is, finally, one other important

phase of industrial preparedness to be mentioned. The war-time needs of the Air Corps are many times as great as normal peace-time production, and an organization of men has to be prepared to handle procurement on a vast scale. So, in time of peace, the Army prepares for this difficult task by training Reserve Officers to become familiar with the legal and contractual phases of procurement, the administration and engineering angles of this work, and the inspection of the airplanes as they are being manufactured before they can be accepted by the Government. This planning, to prepare industry in time of war, undoubtedly is one of the most important branches of our national defense. Properly conducted, it will tend to obviate many of the mistakes we made in 1917 and 1918. It will enable the Government to procure needed supplies without unnecessary delay, without profiteering and with the minimum disturbance of the civilian population. It is certain that if these steps in industrial preparedness do not assist in keeping us out of war, they will, at least, contribute to bringing a war to a prompt and successful close.

**Playing Hookey**

There was real need for discipline;  
I had to be severe.  
Looking in his candid eyes,  
I said, "My son, see here.  
Why this note from your teacher?  
It says you skipped school.  
A child of your intelligence  
Must know he broke a rule."

Uneasily he scraped a toe  
Of his small boot across  
The carpet—Ah! those streaks of mud;  
Those telltale bits of moss!  
Then suddenly, "Gee, daddy,  
And weren't you ever wishing  
Instead of doing fractions,  
You were going fishing?"

How could I scold with April  
In fields and woods and streams  
With leaping trout prevailing  
My heart with truant dreams?  
I'll be writing your excuse  
I laughed, on one condition—lookie!  
You just take your dad along  
Next time you're playing hookey!  
By Ethel Romig Fuller.

It is understood that Oliver Mayhew Ladd of the Wing Department, is about to take that fatal step. Congratulations, Oliver, and may the cigars be of good quality.

FOUND—One pearl-handled pen knife in excellent condition, except that it has no blades and the handle is missing. Apply "Honest" Frank Field.

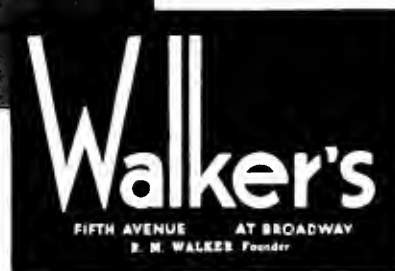


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# The Tool Room \* \*

By J. R. Robinson, 1248

NOT so many years ago, before the era of mass production, the name tool room was assigned to a small fenced-in inclosure, located in the most select spot in the shop, where the workers were allowed to look with awe upon the highly skilled tool and die maker, whittling out some special cutter or tap. The tool room was a place where none were permitted to trespass, and this place became the sacred ambition of the apprentice boy.

Today the tool room is one of the most important departments of all large manufacturing plants; from this department come the special tools, dies, jigs and fixtures which are used in the different departments to step up production and arrive at a uniform finished product.

Tools constructed in our local tool room consist of angle-drills, form cutters for screw machines and turret lathes, special size reamers, adjustable countersinks, spot-facers, form cutters for the milling machines, portable drills, special taps and form blocks of all descriptions.

The dies used in the aircraft industry are generally constructed simpler and less expensive than those used in the automotive industry, owing to the small number of parts these dies are required to produce. Therefore, only cheap or low carbon steel is used in place of the more expensive alloy tool steels, except in rare cases where a large number of parts are to be made from the harder alloy steels such as Chrome Moly or Stainless steel. The die is then constructed of the better grade of tool steel. There are quite a number of different types of dies used in our plant. We have the plain blanking die which stamps out the flat piece. Then comes the form die to form the pieces to the proper shape. The draw die is one that draws the metal into a shell or the similarity of a cup, and not to be overlooked is the joggle die, used to bend an angle or extruded section around anything in its path in the construction of a plane. Dies depend upon hydraulic and electric-driven punch pressers for their operation.

Jigs are used for holding pieces or castings of various sizes and shapes while they are being drilled or reamed to insure uniformity and the elimination of human mistakes in laying out the holes to be drilled. In the building of jigs, simplicity and accuracy are of most importance.

The jig is first constructed by the tool maker on the bench. It is then passed on to the jig borer, which is a machine capable of locating and boring holes to within one-ten-thousandth part of an inch. The jig then goes to the lathe where the bushings are made from tool steel. It is necessary to harden these bushings to prevent wear in contact with the drill or reamer. The bushings are then pressed into the jig and the holes in the bushings are lapped to the proper clearance for the drill which is to be used.

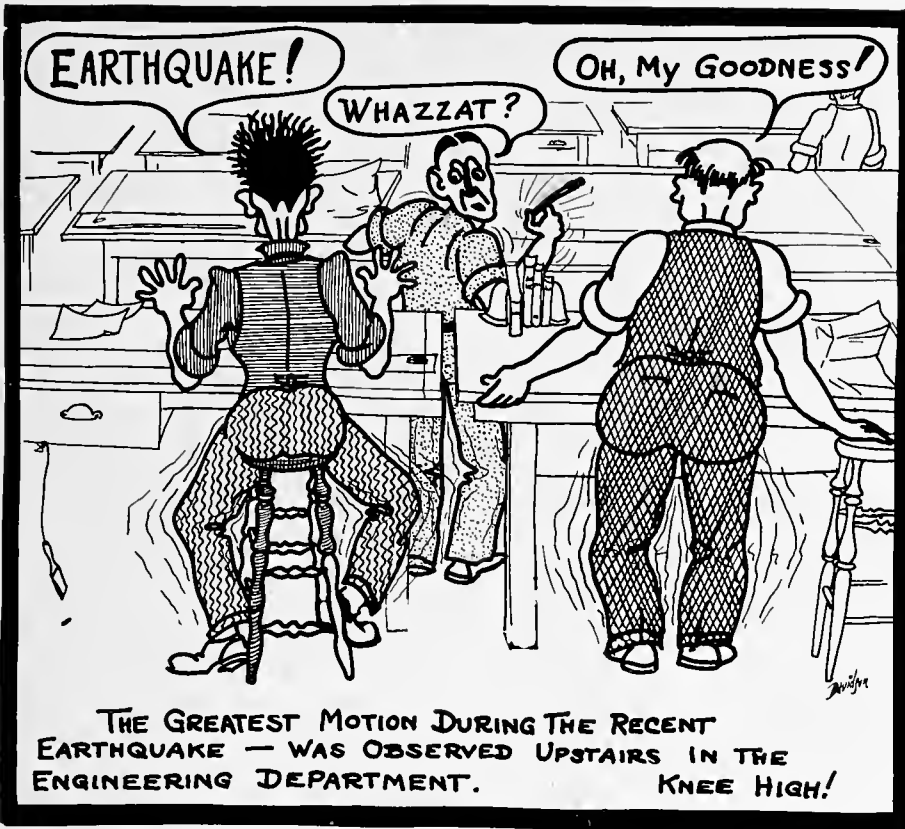
Fixtures are used throughout the plant for holding the many hundreds of pieces to be assembled by welding or riveting. Under the head of fixtures built by our tool room are the large wing bucks in which the complete wing is assembled. Also there are fixtures for the assembly of the hull, bulkheads, tail assemblies, tanks, etc. These fixtures are fabricated from structural steel, such as channel and angle iron and are accurate to the thousandth part of an inch. Thus they enable the workers to produce an exact duplication of the finished product. Then there is the milling fixture which holds that odd-shaped part or casting while it is being machined.

The tool room not only constructs these various tools for use throughout the plant but keeps them in repair, which is quite an item.

One of the important sections of the tool room is the woodshop, for in this department, both metal and wood patterns are made for the reproduction of the many castings used in the construction of the plane. From this section also come the wood forms and the many layout tables which we have scattered throughout the plant. The tool woodshop also produces the "Mock up" or wood model used in the experimental stage of future ships.

The tool room of today has grown and has become a recognized necessity and plays an important part in the high standard of production that we have today.

*News Flash:* Mickey "La Dee Da" Burleigh did not show up for work the day following a fierce combat with Art "Pony" Duncan. "Pony" is rapidly rounding into shape for a smoker which we hope to have in the near future.



## Salute!

To that unnamed, uncrowned champion, who, on that day of March the twenty-fifth, the day of the earthquake, did put forth his utmost in brain and body, to complete that masterpiece which held the admiration and awe of all who witnessed same.

We begrudge you not your glory, be you helper, leadman, mechanic or boss, for only from a champion can champion work be brought forth.

So rest you on your laurels, oh master, for only once in a life-time is one to see that which we saw today. Long will it linger in our memories as a good job, well done.

With this end in mind, the boys of the wing, bench, inspection and tail—*salute* you.

Cupid scored another victory when Theodrick Fontaine (Tod) Carter, Hull Department, and Miss Evelyn James were married recently in San Diego. The *Consolidator* extends best wishes to the happy couple.

Dick Emrick, Night Superintendent, has solved the traffic ticket problem. He bought a bright red car so the police would think he was the Chief on his way to a fire.

## Your Heart

Your heart weighs from eight to twelve ounces. Each day, your heart does work equivalent to lifting a man of one hundred and fifty pounds; one and one-fourth times the height of the Empire State Building. It cannot rest seventy-two beats each minute; four thousand, three hundred and twenty beats each hour; thirty-seven million, eight hundred and forty-three thousand and two hundred beats each year. Shortness of breath, fluttering of the heart, numbers of extra emities—when you feel any of these—see your doctor.

W. C. Gilchrist, 808.

Contrary to popular opinion, more airports are not needed as badly as larger airports. If instead of the present number of airports, most of which boast runways from 2500 feet to 4000 feet long, we had at least one good airport with runways from 6000 feet to 7000 feet in the vicinity of each large city, this would permit immediate development, manufacture and use of aircraft with performance, comfort and range not now possible due to the lack of large airports.

A regrettable condition exists in aviation today, namely, that a large number of capable pilots, with service and commercial training, are unable to find employment as pilots, and are fast losing their skill because of lack of opportunity to fly.

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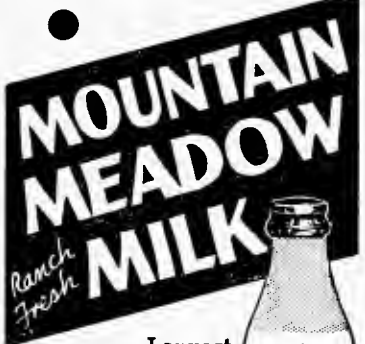
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# Riveting In Aircraft Construction

By B. W. Simmons

FROM the standpoint of production cost, riveting is rather an expensive method of assembly for the aircraft manufacturer. Riveting is the most satisfactory method yet devised for the assembly of aluminum parts.

Alloy rivets are employed in modern aircraft structures, where maximum corrosion resistance and weight saving are essential. The rivets are furnished in a number of types, namely: button, round, mushroom, brazier, countersunk, countersunk oval, and flat head.

In a properly designed rivet joint, rivets are spaced so that the force acting on any individual rivet does not exceed the safe design value of the rivet. Safe design values are given in shear, tension, and bearing (crushing). These values are determined in such a way that an ample margin of safety is provided against each of the three corresponding types of failure.

The number of planes at which a rivet tends to shear depends entirely on the design of the joint. In most cases rivets are used either in single or double shear, but occasionally rivets may be used in triple or even quadruple shear. The shearing strength of a rivet increases directly as the number of planes at which the shear occurs so that a double shear rivet is twice as strong as one in single shear, provided it has sufficient bearing.

The cross-sectional area of a driven rivet is an uncertain quantity because hole sizes vary. In addition, when the rivet is upset the size of the hole is generally increased by the swelling action of the rivet. Actual tests on driven rivets, however, have indicated that in some cases the driving operation increased the shearing strength.

The first requirement of riveted joints is that they be strong enough to transfer safely the forces acting on the parts joined.

If a very large rivet is used in thin metal, the bearing strength will generally govern and there will be an excess of shear strength. Moreover, the pressure required to drive the large rivet will often cause an undesirable bulging of the thin material around the rivet head. For these reasons, the diameter of the rivet should rarely exceed two and one-half to three times the thickness of the material. On the other hand, if a small rivet is used in a thick plate the shear strength will generally govern, leading to an excess of bearing strength. Experience indicates that the rivet diameter should not be less than the thickness of the thickest plate through which it is driven.

Not to mention sufficient material between holes to prevent tear out, the spacing of rivets in any joint generally depends on proportions of the members joined. The minimum spacing is determined by driving conditions; that is, enough space must be allowed between the rivets so that they can be driven without interference. Aside from consideration of strength, the edge distance is important because of the possibility of reducing the net area of the section below the rivet to an unsafe value and bulging the edge of the plate or angle, thereby producing a poor appearance in the finished product. Such bulging may be avoided by maintaining an edge distance of at least one and one-half times the diameter of the rivet and exercising care to avoid over-driven rivets. If heat treated rivets are allowed to age more than one hour, they are generally too hard to drive without cracking and must be re-heat treated. At a temperature minus 50° F., rivets remain soft enough for driving for a period of two weeks or more.

The pressure required to drive rivets

depends upon the size and the type of head. It varies roughly as the square of the diameter of the finished driven head; so that a small size head has considerable advantage over a larger one.

Squeeze riveters generally are preferred to other types for driving rivets in aircraft structures. Their use assures properly upset shanks and well centered heads. Rivets driven by pneumatic hammers should be backed with properly tooled and weighted bars. Rivet sets and buck bars should have smooth, polished surfaces so that the metal may flow more readily during the forming of the head.

The length of the rivet required for forming a head depends on the total thickness of metal through which the rivet is driven and clearance between rivet and rivet hole. Rivet holes have a tendency to get out of concentricity during the driving operation because of slippage and swelling of the metal and for this reason the work must be firmly assembled by bolts or Parker-Kalon screws before driving.

Where Duprene or varnish-soaked fabrics are used to insure gas or water tightness precaution must be taken to tighten the bolts well to prevent slippage and also to prevent rivet shanks from squeezing out between the metal surfaces during the driving operation.

It happened on the Police Range at one of the weekly competitive shoots of the first night shift, machine shop.

The gallery, consisting of Mrs. Stan. Kip, Mrs. Paul Schneider, Mrs. Fields Painter and Miss Ann Clasen, were giving the boys that (all too familiar) weekly boo-ing and razzing. Something had to be done. It was decided that the so-called "Stronger Sex" be given an opportunity to prove their skill and their boasting by shooting it out with the men.

Boys, it was terrific!!! Mrs. Kip and Mrs. Schneider won a contract (awarded by Mr. Pease, Range Official) to plow up the remainder of the hill back of the targets. Miss Clasen and Mrs. Painter dug up the turf in front of the targets, making things look like a sandstorm.

And, what's more, by the way the boys looked when they reported for work that afternoon, the competition must have been continued at home. "WOW!"

All In Fun, 2532.

In 1909, at Imperial Beach, Charles F. Walsh of San Diego, built and flew the first airplane ever manufactured on the Pacific Coast.

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# Bits From the Bench . . .

THE boys in the Bench Department don't envy the Hull Department or Final Assembly a bit. To be sure, there are more hiding places in and around a hull but there is nothing like a good substantial bench to lean up against when you have been out all night.

One thing we have noticed, tho, is that the fellows here don't live up to their names very well. Take George Young, for instance, instead of being a young squirt like most of us, George prides himself on being one of the old-timers in the business.

Baldridge has a good crop of fiery hair.

Cornell might be a college man but he comes a long way from being a college.

Fulton might do well in a canoe, but never on a steam-boat.

Seely prefers the mountains to the sea-shore.

Seymour seldom does.

Waite has been known to; but doesn't like it.

Trippi holds his feet quite well.

Wade won't have to until next winter. (We hope.)

Sharp isn't nearly that pointed.

Brooks will have a hard time finding any out here.

Bean is often outside the soup, but never inside.

Bellows would never be much use in that capacity.

England and Brazil are a long way from home.

Bendt, if he ever was in that position, has straightened out now.

Bell is careful not to ring at the wrong time.

Duncan has never been caught with a doughnut in that position.

Hill works in a valley between two benches.

Kant quite often finds that he can.

Milton looks the part, but never will be a poet.

Miller is in the wrong trade.

Schrenk will never lose his rotundity.

Wing works in the bench department.

Wright is often wrong.

Watt couldn't even run competition to the Jeep, when it comes to electrical power.

Watson is no relation to Watt.

White doesn't go home that way.

Woods keeps out in the open.

Edwards is not Edward's. He is Mrs. Edwards' Teddy.

However, some of the gang seem to be named better. For example:

Henry Doerr is about that big.

Clapsaddle wouldn't do so bad on a horse.

Eaton is often found doing just that.

Helling in the bench department is quite natural.

Knox often does.

Mosley comes close to that at times.

Purkey looks the part.

I'm sure glad that these fellows can't twist my name up much. It will be another month before they can get it into print anyway.

## Basketball

BACK in 1891 in Springfield, Mass., while watching a game of soccer, it occurred to Y.M.C.A. Instructor of Physical Education, Dr. J. Naismith, that the tightly inflated and easily booted soccer ball might be used for a variety of other games hand-played, so he conceived the basket idea, picking up on the way home a couple of peach basket hoops which he had fastened on the following day to a couple of uprights set at opposite ends of a field to serve as goals.

Settling upon five players to a side he formulated a few simple rules for the game, outstanding among which was that the ball might not be carried, but passed rapidly from one player to another in working it up to the basket. The netted skirts on the hoops survived the old-time actual basket in indicating decisively the passage of the ball through the hoop, the baffle boards being later added to assist goal shooting and to keep the ball within bounds.

The ease with which a ball of this size could be caught and handled by most anyone, drew players of both sexes and all ages to the game, it becoming immensely popular and revealing right from the outset its capacity for developing a high degree of individual skill resolving into team work.

The game has progressed until it is now one of the most fascinating of indoor sports and has even exceeded football in point of gate receipts.

Most of the large industries sponsor one or more teams which play among them-

## OSCAR PENNYFEATHER:



selves and with the commercial leagues, not only as a publicity feature, but for the promotion of the athletic spirit, friendly rivalry and good fellowship.

*Consolidated* has several teams in the field and with the coveted prize of a gold trophy to each member of the winning team, hearts are aflutter as our season draws to a close.

Harvey Gerwig.

## An Airman's Hymn

When the last long flight is over,  
And the Happy Landing's past,  
And my altimeter tells me  
That the crackup's come at last

I'll swing her nose for the ceiling  
And I'll give my crate the gun.  
I'll open her up and let her zoom,  
For the Airport of the Sun;

And the Great God of Flying Men  
Will smile at me sort of slow  
As I stow my crate in the hangar  
On the field where flyers go.

Then I'll look upon his face,  
The Almighty Flying Boss,  
Whose wingspread fills the Heavens  
From Orion to the Cross.

C. N. Svendsen, 7067.

After April 15th, that pleasant voice which thrills, "Personnel Office," when Extension 281 is dialed, will be missing. The attractive owner of the lovely voice, Miss Reba E. Thurston, secretary to Bill Gilchrist, became the wife of Ensign H. L. Thompson, Jr., U.S.S. Litchfield, on April 4th, at Yuma, Ariz. Shortly after leaving *Consolidated*, Reba will sail on the S.S. Lurline for an extended visit to Honolulu. The whole company joins with the *Consolidator*, Reba, in wishing you great happiness in your married life.

Gene Coloman was walking down one of the aisles when the noise of hail suddenly was heard. For a moment the clatter mystified him. After he realized the source of the unexpected disturbance he was heard to murmur: "Gee, for a minute I thought the riveters had finally started to work."

"WING LOADING"

James L. (Lover) McCoy is back with us again after spending a month in that dried-out spot known as Arizona. However he returned too late to prevent that "pal" from usurping one of his nicest girl friends.

# MOUNTAIN NEWS



Upper left: Frank Williams, Hulls, near summit of Marion Peak (10,400').

Upper right: Tanquintz Peak (8,890') taken from side of San Jacinto.

Lower: A group of "Goats" resting halfway up "San Jack." Standing from left to right: Art Crouch, Frank Williams and Lee English of Hulls. Leaning against rocks is "Dapper Dan" Kern of Inspection.

## "Jenny Wren"

Lunches  
Sandwiches and  
Cold Drinks

MORNING AND NOON



Parking Lot at Employment Office

## WATCH REPAIRING

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Seven mountain-minded youth of *Consolidated*, namely, Bert Rowan, "Spot" Blair, Frank and Joe Williams, Lee English, Art Crouch and "Russ" Kern had one thrilling experience pushing and pulling

each other up thru the deep snows of San Jacinto, April fourth.

The ascent from Idyllwild took more than six hours but the descent less than two, as the boys had many a long glide and tumble down the precipitous sides of San "Jack."

The next hike, the *Consolidated* "Mountain Goats" will turn "Desert Rats" drifting south over the sands from Coyote Wells to the Mexican line seeking an obscure petrified forest reported in the region.

Get in touch with any of the above mentioned "Goats" if you are interested.

D. R. Kern.

Charles Hague, Night Tail Surface, will journey to Wollaston, Mass., to marry Miss Grace Margaret Hetherington, May second in the Wollaston Methodist Episcopal Church.



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## Suggestion Winners Receive Awards



Left to right: Frank Sechrist, Third Prize; Orville Hubbard, Second Prize; Kurt Kline, First Prize; Don Frye, Secretary, Suggestion Committee.

George Shivas, Henry Wolf and Stanley Smith returned home from work one afternoon to find their apartment burglarized. It seems that the "gentleman" who rented a room in the rear had decided to leave town without notice and before leaving felt a desire to do some "house cleaning." The "gentleman" made a grand haul and a clean escape. In spite of the fact that he left fingerprints behind which revealed his true identity and a previous criminal record the San Diego police department have been unable as yet to apprehend him. Their main losses were fifty (\$50) dollars in cash, two Elgin watches, a solid silver chain, and almost the entire wardrobe of Wolf. He was considerate enough to leave this unfortunate gentleman a pair of pants. Tough luck, gentlemen.

### Thumbnail Descriptions

Paul Schneider, as he walks down the aisle with his *Consolidated* coat on. A sheet in the breeze and just as windy!

Matt Wielopolski, the empty barrel that makes the most noise!

Ray: "Darling, I am knee-deep in love with you."

Margaret: "All right, I'll put you on the wading list."

Count that day lost  
Whose low descending sun  
Views at thy hand  
No worthy action done.  
By Ethel Romig Fuller.

## Chuck and His Boat

Chuck Hibert is proudly showing his revised edition of a whaleboat. All he now needs is a Pal with an outboard motor or an inclination to take his daily dozen on the short end of a set of oars.

He also is doing some private tutoring

in the successful gathering of sea life and has made arrangements to retain his amateur status by refusing to accept any silver that may cross his palm but settles accounts by having the student furnish bait, lunch, new items of equipment, liquid refreshments, smokes, do the necessary bailing and row both ways.

He had some trouble locating a partner for last week-end after "Tarzan" Mayes told the boys about his experience. When "Love in" Blume suggested he might have a weak stomach, Chuck disagreed, saying that Mayes "threw it" just as far as anyone else he ever had out.

Chuck solved the problem by taking out the "Mind over Matter" man. When he, too, became "that way," Hibert suggested he make a few "passes" and "block off" his digestive system.

The boys informed Chuck that maybe it was just a "gag" but all he remembers is that he had to row back in through a cross wind.

In spite of that certain letter, which does seem incriminating, I still swear that I am a bachelor and will remain so for some time. Take note, gentlemen of the skin crew.

Ken Bruning, 4120.

Extra! Fight News! Extra! Red Hunnan was almost knocked out in the first round by Glad Rag, the Untearable. Red says this is just another publicity stunt.

A. M. Roloff, 1301.

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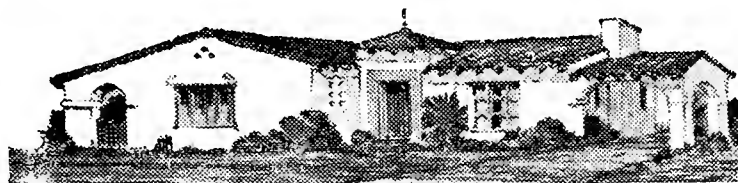
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# Things That Really Get Me Down

By Mickey Burleigh

MARGIE raving about how cute Eddie Brendza looks in the moonlight—Whitie Glines trying to master a one-two punch—for what?—Army Armstrong, of the bulkheads, trying to convince Ted Laven, of the Stringers, that he is really a golfer of the first water—Steve Powell's head when he says, "Yes," and "No."—Al McLean raving about some blonde—Inspectors O'Brien and Potter taking the boys on an inspection tour through a certain portion of the Wing Department one high water morning—Charlie Guthrie, of Final Assembly, trying to win once in a crap game—The last ten minutes before the whistle—trying to think of something to make this column a little sillier—Dug, the timekeeper's, haircut.

For the benefit of those who were wondering where the tool box was going with the little man—that was Duncan on his way to Experimental.

The two most prominent Nimrods of the first night crew are Stanley Kip and Paul Schneider.

Kip, otherwise known as "Click, Click, Telescope Kip" came to the range last week end with a new gun sling. Everything went lovely until the end of the first round of shooting. A cry of distress was heard. On investigating, Kip was found all tangled up in the new sling. It took three men just one-half hour to free him.

Paul Schneider, thinking that telescopes improve the ability of the average marksman, decided that he was not to be outdone. He blossomed out with a new stand for his scope and won the name, "Bang—Take a Look—Paul" for himself.

Jimmy Conniry is consistently the best shot of the night crew but he is being hard pushed by Ervin Quick, Carl Leibig, and Fields Painter.

Don't forget, folks, you are all invited to our Shoot at the Police Range, Sunday Morning, April 18th. Bring the wife and kiddies! Everyone is welcome! Come on! Join the rooting section and cheer for your favorite team! A lot of fun is assured!

Until the 18th then, when we meet on the field of honor, we bid you au revoir!

## Homesickness

I am now in California  
This great and mighty state  
I have seen its High Sierras,  
And I've seen the Golden Gate.

Yes, I've crossed the hills and valleys  
And I've seen the massive trees  
I have seen deep snow in mountains,  
And I've felt the ocean breeze.

I was way up on Mt. Wilson,  
And I saw the lights below;  
And I saw the stars above me,  
And I've seen dry rivers flow.

I have been to Catalina,  
And I've been to Mexico—  
But to all these wondrous places  
I prefer old Buffalo.

We are in the lovely springtime  
With the blossoms on the trees;  
While at noon I'm almost roasted,  
During night I almost freeze.

I confess my heart is homesick;  
For the time I scarce can wait  
When I board the train to take me  
To my dear old New York State.  
Rev. Albert G. Crill, Escondido, Cal.

## Production Minutes

By Bob Huggins

HATS off to the Planning Basketball team for its fine showing in the preliminary league games. In spite of two defeats they still stand out as strong contenders for top spot honors. The fellows will be in there fighting every minutes of the time and anticipate making the grade.

A lame foot kept "Bugeye" Kellogg out of the line-up for several weeks, but he was back in there scrapping for the Hull Battle. His return to the team will strengthen their chances greatly.

Paul Gaughen, genial blueprint clerk, has been elected captain for the remainder of the season. He is one of those players who never says die and always plays one whale of a game.

Another fine player is Jack Nestell of Finished Parts. He is what is termed a "natural" in ball players. Vince Gilmore is considered one of the main sparkplugs of the team and his playing is always above average.

The other mainstays of the team are Bill Liddle, Russ Gaughen, J. F. Speed, "Babe" Bambush, and J. C. Miller.

Under the capable guidance of Ed McCleary the boys should go places. Lots of luck, fellows, we'll be rooting for you.

*Snapshots:* Jack Whitman and George Young shaking hands, Grace Koenig chiseling gun again, Perry Ogden and Lloyd Bender in conference, Ken Abernathy answering his autocall, Jake Deitzer asking Bill Holman another question, Joe Maloney and King Miller hunting wild flowers, Bert Gimber filing a lighted cigaret behind his ear for future reference, Les Matusek taking candy from babies, Len Cleaver with a worried expression and papers in hand, hunting for a typewriter to use for a "couple of seconds".

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Franklin  
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## The First of April

Who was the party that called a certain number six times, asking for Mr. Fox, before he found out it was the Zoo?

Who was really on the short end of the telephone deal? We still can't figure it out. At least word was sent out to remove all receivers from cradles as the lines were to be blown out, and he really kept them off—or was somebody else getting fooled?

Then there was the patch on the hull that had everyone worried for sometime until they found out it was only a joke. Those hullers shouldn't carry things too far or at least not to the point where buck passing enters into the deal. How they ever kept those two inspectors untangled is what we're trying to figure out.

Then there was the department clerk who asked to have the department's sliver-puller remove a mythical cinder from his eye. The gag reversed as the amateur optician had his thumbs well-coated with Prussian Blue and was that something.

What about the story we hear of E. Van Denburgh of the Tube Bending, eating the cotton biscuits? And what's more he celebrated his birthday on April Fool's Day—you have out sympathy.

Well we all have a lot of fun—on Christmas, New Years, St. Patrick's Day, Yom Kippur and then April Fool's Day. While we are on the subject of special days let us all take a lesson from the local Irishman who spoke out of turn out Park Boulevard way on the night of March 17th. Even if it was a street car that hit him, what was the idea of arguing with a trolley. He came around all right but his buddy, who ran and left him to shift for himself, better change his name to something that doesn't begin with "Mac."

April 1st came and passed and the boys in the Squirrel Cage will have to plug along another year. The ticket on the Irish Sweepstakes they held didn't gain them the financial independence they were planning on and so to work. Oh, me!

Another of Bill Armstrong's boys has finally succumbed to the spell of Spring (?) This time it was "Baldy" Hershey, who got the ax at 8:00 p. m. March 27th. From the single boys—admiration; from the married fellows—sympathy; but from all—good luck.

## Sad Story

CHRIS ENGLAHARD, world's greatest tube and bar bender fell for the tales the boys told about how they cut expenses by catching their own fish and cutting down their food bills.

On Saturday last the family dispensed with the major portions of their week-end purchases in anticipation of the many fine meals they would have during the week on the fish he would catch.

He purchased a rod, reel, line, hooks, sinkers and away he went. After long, monotonous hours during which the sun thoroughly "annealed" him he started for shore. By this time the surf was kicking up quite a fuss so he removed his shoes.

While coming to the shore a large wave broke over him giving him a thorough "quench" and out went the shoes, the tackle, the two fish he had caught and Chris. He grabbed for everything at once and came up with a sore thumb due to his being "spiked" by one of the fish, a sculpin. Weary and somewhat damp he started for home and on the way he turned left when he should have turned right. As soon as the car is repaired and the thumb is healed, he should be able to go out again.

If you ask Bert Neseef, Anodize Chief, about boiling eggs in Oakite ware, sure he'll tell you it can't be done and show you spots in his pants to prove it.

That hazy-look on a certain Rockwell operator's pan is the real stuff and not the effect of over-indulgence. He went through all the motions of a half gainer from off the shoulders of a local sparring partner and landed perfect except that he forgot to lead with his hands. The bump behind his right ear will show you the point of contact. To top it off, he is still trying to find out why everybody around him is working when it is Sunday and they should be in church like he is.

Sergeant (at Police Station):

"What! You back again?"

Bucky Galvin: "Yes, sir. Any letters?"



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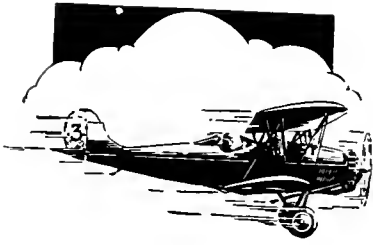
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better shape than it was when purchased.

Today also saw Nate Goodis make his solo hop and the trip was completed by him with a lot of satisfaction to himself and the instructor. We all know that the worst is over for him and that he is on the way to becoming a real pilot.

Our last meeting was held Friday evening and what a meeting! It marked an-

## Mesa Flying Club News . . .

SATURDAY afternoon, March 13, was the day that the members of the Mesa Flying Club Inc., had looked forward to for a long time, for on that day we took delivery on our new "Porterfield, 70" airplane at the Linda Vista Airport, near Miramar. It arrived at 4:00 p. m. after the hundred mile trip from Long Beach, making the distance in one hour flat. The trip was made without incident and both its pilot, who is also our instructor and operations manager, Bert Naseef, and his passenger, Mr. J. H. Baker, our very popular treasurer, reported a very enjoyable trip.

Our former president, Mr. J. L. Leonard, was the first to take instruction in the new ship. Each of the members that were on the field was given a short hop as were also several friends of the members; and all those who were fortunate enough to get to ride in it were well pleased and pronounced it a real ship.

In spite of the new ship the faithful little "Cub" was called on to do its share of the work as usual; and it is very likely to do so for some time as it seems to be in

other great step in the history of the club and aviation! The proposition of changing our base of operations to Lindbergh Field was placed before the members and the opportunity was accepted without a dissenting vote. The whole proposition was made possible by the fact that the U. S. Coast Guard was moving their headquarters from the Airtech hangar to their new station out on the point near the bay. This is a step that has been looked forward to for some time and it is, no doubt, welcome news for those who do not have cars or other means of getting to and from the field. It will also give us another half hour at least in which to fly each evening as well as many other advantages. The matter was placed in the hands of a committee who were given the authority to negotiate for the proposed move.

Saturday and Sunday, March 20 and 21, both saw some very busy hours as the two ships were in the air most of the time. Most of the flying was done from the Linda Vista Airport. Sunday saw a lot of activity for the new Porterfield and

"Jerry" Hopkins and Benny Leonard were both given some very valuable lessons in spins wearing "chutes" kindly loaned by Mr. Prescott. This brings to mind two very important things. First, the fact that we are seriously in need of at least two "chutes." Second, we are about to hold our second "party" and we are hoping that the proceeds will go a long way towards the purchase of them. It is very imperative that each one of our members get behind the sale of the tickets and sell all that he can. If we run out of them we can always have more of them printed, *so do your very best.*

Those that have soloed the Porterfield include: J. L. Leonard, Robert Johnson, "Al" Griffith, "Eddie" Birch and "Jerry" Hopkins. We have also acquired another valuable member in the person of Mr. Clarence Bowers. He is a licensed mechanic and has been connected with the U. S. Coast Guard for some time in that capacity. He has already done some very good work in getting us lined up in the matter of keeping up our ships and has already done several little jobs for us that needed attention on both ships.

The days of March 27 and 28 were typical "field days" and saw the usual amount of activity. Nothing of great moment took place but the days were both enjoyable ones in spite of the fact of rather windy weather. Both ships did their share of the flying and all of the solo members took their turns at the stick of the Porterfield and all of them did very satisfactory work. They will all soon be able to handle it as well as they have the little "Cub." Our old friend, Leo Bourdon paid us a visit and was given a hop in the new ship. His wife and small son were also given a ride. This was in token of our appreciation for the great help that he gave us when our primary trainer was out of commission sometime ago. We will always be grateful to him and several others for their kind assistance at that time. Brother Ridgeley stopped in to see us while he was in town for a little visit. He is now stationed at Los Angeles and doesn't get down here very often and we were all very glad to see him.

You have perhaps heard of "herding cows by airplane" but the writer has reasons to believe that this is the "bunk." Lots of times if you want to land on Camp Kearny you have to pick out a spot between the cows for you can almost land on their backs without causing them to move. I think that several of us have had the same experience along that line. Several times the O. M. has had to land the ship and get out and throw rocks at them to get them to move out of the runways, so

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he could proceed with the instruction of students. This is something that we will not have to contend with at Lindbergh Field.

This month we have acquired the following new members: Messrs. Bernard Farley, D. Russ Kern, Gerrett, Neiswanger, D. G. Fleet, Fischang, and Burleigh. We wish them the best of luck.

Happy landing till next month.

Carl W. Hunnaman, 1328.

**Special Notice:**

The exact date of our next party has not been set as yet but will be toward the end of this month. Watch for announcement of the date. Remember the good time we had at our last one?

# Tail Spins

By James Harvey Roberts (4402)

Any man can get pearls from an oyster but only a woman can get diamonds from a nut.

It's funny how a girl tries to look her best for a fellow when he wants to see her the worst way.

Give a man a free hand and you'll have to slap it.

Most of us take our fun where we find it.

The slowest thing in the world—a pop-

ular girl's grab at a slipping shoulder strap.

An intelligent girl is one who knows how to refuse a kiss without being deprived of it.

The hardest time to get the baby to sleep is when she is 18.

"Lips," are those things you kiss when your girl's neck is dirty.

Nobody lives a life of shame for long—they get over being ashamed.

Drink "Elephant Beer"—one glass and you throw your trunks out of the window.

Thanks, James H. Roberts, for your contributions.

## SUGGESTED READING LIST

Courtesy of  
SAN DIEGO PUBLIC LIBRARY

AVIATION

"Sky Larking; The Romantic Adventure of Flying" by Bruce Gould.

"Practical Flight Training" by Barrett Studley.

"Swinging the Equator" by William Makin.

ASTRONOMY

"Through the Telescope: A Story of the Stars" by Edward Fath.

"Worlds Without End" by H. S. Jones.

"Astronomy for the Layman" by Frank Reh.

PHYSICS

"From Galileo to Cosmic Rays; A New Look at Physics" by Harvey Lemon.

"New Pathways in Science" by Sir Arthur Eddington.

"Architecture of the Universe" by Wm. Swann.

TELEVISION

"Television; Its Methods and Uses" by E. H. Felix.

"The A. B. C. of Television" by Raymond Yates.

GEOLOGY

"Autobiography of the Earth" by John Bradley.

"Introduction to Geology" by Edwin Branson.

"Down to Earth" by Carey Cronesis.

SOUND FILM

"Talking Pictures" by Bernard Brown.

"Sound Motion Pictures, From the Laboratory To Their Presentation" by H. B. Franklin.

Hear ye! Hear ye!

John Witman, Ace Riveter in Leading Edges, can't come to work Saturday morning. Why? A party Friday night. Ask him about it! 4291.

A son, Thomas Harry, was born to Mr. and Mrs. Harry Genter, at Paradise Valley, March 27th. The baby weighed in at 8 lbs. Mother and baby doing fine. Harry is in the Wing Department.

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## Internal Combustion Powered Models

INTERNAL combustion powered models are very rapidly coming into their own and in many cases are completely replacing the conventional rubber powered ships. This change is probably due to the increasing knowledge of good design as well as the sport of flying them.

Of equal importance to design is simple and effective construction (to reduce the weight to strength ratio). My model is a typical example, weighing 4½ lbs. and with a wing spread of 6 ft. 4 in.

The model can be stalled 30 ft. off the

ground and pulled out successfully. It has a M6 wing curve, which is an attractive feature for consistent performance. Although the Clark Y has been widely used, I have not found it of any aid when the model is in a whip stall. A wing curve with a low center of pressure travel will help toward a good test hop and continued performance.

My model was cracked-up for the first time (after three dozen flights in all kinds of weather) because I tried to stretch a good glide by changing my settings.

R. E. Bruce, 2438.

### Right

You think  
Because I laugh  
That I've forgotten you.  
You think  
Because I'm gay  
That I've found somebody new.  
You think  
Because I dance  
And frolic away the night  
That all the heartaches  
I once felt  
Are gone—my dear  
You're right!

James H. Roberts (4402)

## LECTURES

Alfred E. O'Day, Counsellor of the Hoover Evening High School, has announced a new discussion series of lectures for adults, to be held each Wednesday evening at 7:30 p. m., in Room 107, at the Hoover Evening High School, 4474 El Cajon Boulevard. The lectures will be divided into several series, the first of which is entitled, "Keeping Up With Science," and will deal with the practical side of the physical sciences. These talks will be delivered by men well-qualified, through education and experience, to handle their particular subjects. The lectures, to which admission is free and visitors highly welcomed, will serve to stimulate interest in discussions and will provide a meeting place for adults who desire to keep abreast of the field of science.

Series I of the lectures follows:

APRIL 7—"Recent Trends in Aviation" by Earl Prudden (Vice-President of Ryan Aircraft Company. Experience conducting Ryan Aeronautical School. Nine years at Ryan Co.)

APRIL 14—"Understanding the Stars" by William Skilling (Retired Science instructor, San Diego State College. Author of many articles and science books.)

APRIL 21—"Television—How and When?" by H. F. Drake (Consulting Engineer in Radio and Television. Instructor in the National Schools of L. A.)

APRIL 28—"A Geologist Looks at San Diego County" by Baylor Brooks (Instructor at San Diego State College. Has done much field work in San Diego County.)

MAY 5—"What's New in Sound and Acoustics?" by Chesney Moe (Instructor in Physics at San Diego State College.)

MAY 12—"Air Conditioning—The How and Why?" by George C. Ray (Formerly Chief Engineer for G. T. Bauder & Co. In refrigeration and air conditioning business for over 12 years.)

Glenn Hotchkiss, the smarty, isn't the only one who can choose help to fit his diversified requirements. Benny Leonard, Finishing Czar, has located a physiologist, who practices hypnotism and mesmerism on the side, to handle touch-up work. As he can block off any section of one's anatomy and render it impervious to feeling we heartily advise all "Night Owls" to cut a wide arc around the Paint Shop, lest they get "touched."

Policeman: Why are you making faces at that monkey?

George Wire: He started it.



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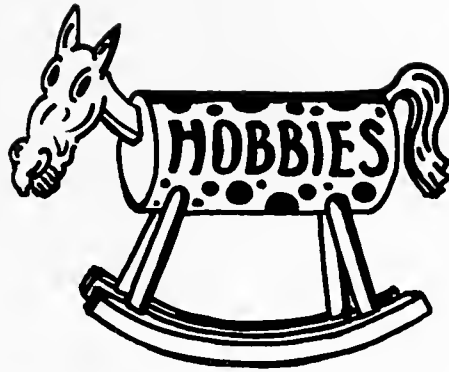
**3940**  
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Rand. 5624

## A "Tribute" to California . . .

Oh come to the land of the Western Sun—Where every business is overdone—The Ananias Club includes the State—From San Diego to the Golden Gate—Where the cows eat Barley instead of Hay—And the cream is lost in the Milky Way—They sell you lots that are made by hand—And make you believe it really land—They weigh the sack and then the fruit—They weigh it again and their fingers to boot—They claim it is wet if it rains once a year—You get so dry you can't shed a tear—The chickens have mites—The dogs have fleas—the desert wind blows—And the oranges freeze—So tune up your flivver and start for the West—Where jobs are scarce and pay is less—Bring all your cash—And plenty of clothes—When you'll get any more the Lord only knows.

Ernie Hodgson (8115) wishes to thank all those in the Experimental Department who contributed towards the beautiful flowers sent during his illness. Ernie was in the hospital for treatment of an ulcerated stomach.



Bob Hyder, the Terror of Tijuana, probably has a hobby more unique in nature than anyone might possibly imagine. This mild-tempered, well-mannered young gentleman spends his spare moments on the mat.

Finishing his high school career at San Diego as 135-pound Wrestling Champion, he has added more weight and now performs in the 145-pound class.

You can usually find him at the Army and Navy "Y", trying to tie knots in some local rib buster. Occasionally he is on the bill at the San Diego Club matches and always pleases the audiences with his agility and skill. Up to date he has managed to evade any broken bones or "cauliflower" ears and though many a lead man threatens to twist his neck during his

course of duty as Sheet Department Stock Chaser, which he very efficiently handles, they should take heed of this boy's ability, lest they find themselves out in the bay.

## Lost Ship

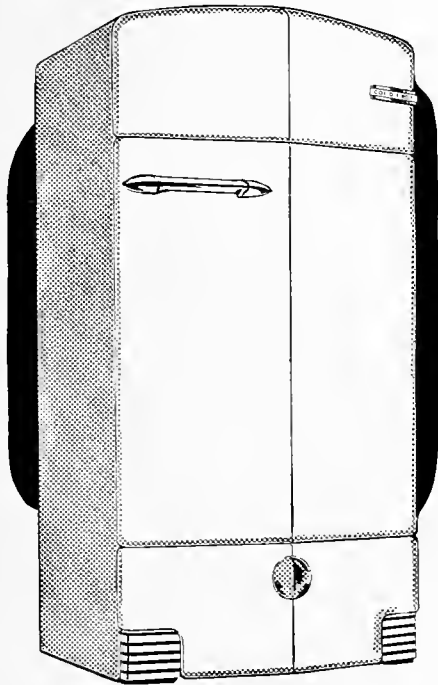
WHILE others were enjoying the Gas Model meet at Camp Kearny Mesa last Sunday, Jerry Swartz, Inspection Clerk, stood around with a somewhat dejected look on his face.

Saturday afternoon he gassed up his brand new flying model with a "Baby Cyclone" engine and started it away on its initial test hop.

Something went wrong with the trip on the timer and it continued to soar up and away until out of sight.

If anyone hears of this ship or its present whereabouts please inform Jerry at once and he will be glad to reimburse the finder. Let's all noise it around among our neighbors, maybe someone might know about it.

Harry Miller better equip that car of his with parachutes or else furnish head guards, because someday when one of his passengers falls out he might not land on his head as Jimmie Barnes did the other day, and get himself hurt.



Model as Illustrated \$162.50

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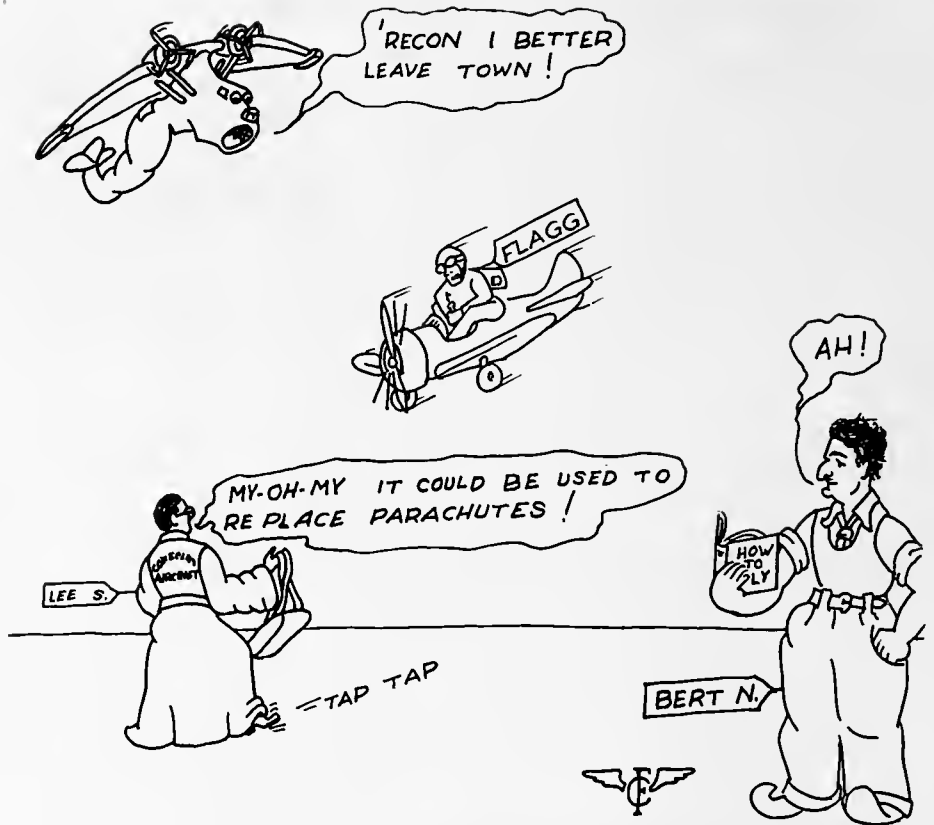
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### Disease Smites Consolidated Ranks

An outbreak of Sourdough Fever, caused by the bite of the Gold Bug, was reported this last month by Sir Arthur Muddleton Confusofact, symptomologist and fellow research worker in the Consolidated Museum of unnatural history. The outbreak was observed not far from Ramona in the fastness of the hills and so far has only been observed as having smitten J. W. Van Doren and Elmer Johansen of Consolidated's tool design department. While Sir Arthur advises us that in the days of '49 the disease was often fatal he advised further that little fear need be felt for our fellow members since his observations showed mostly beneficial effects such as tanning of the skin, raising of the chest and broadening of the shoulders. Apparently also, he stated, it brings about a perfect immunity for poison oak, as the gold mine where these fellow sufferers work is surrounded by a virgin forest of Poisonoakus Itchyscratchicus.

Q. E. D.



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### Softball League

At a special meeting called for the purpose of organizing an interdepartmental Soft Ball League the following names were submitted as managers for various departments:

Planning, Willard Lupke, 713.

- Engineers, N. W. Boobey, 257.
- Wing, Melford Little, 4115.
- Draw Bench (Day), Jas. Ash.
- Welding (Day), Jas. Ash.
- Maintenance, Pete Gryalva.
- Stockroom, F. J. O'Connor, 654.
- Bench, Ed McCleary, 717.
- Woodshop, John Woodhead.
- Tool Room, T. V. Shaw, 534.
- Tank, J. W. Kelly, 2307.
- Paint Shop (Day), O. Mahling, 6079.
- Paint Shop (Night), Wallace Slattery, 6137.
- Hull (Day), G. Hotchkiss, 5000.
- Hull (Night), Jack Clark, 5099.
- Experimental, R. Peters, 8051.
- Wing (Night) R. C. Hollinge, 4186.
- Final Assembly (Night), W. Basil, 7121.
- Inspection, John All, 1032.
- Welding (Night)
- Sheet (Night)

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**THE CAR THAT PAYS for ITSELF**

The rules used last year were, with a few changes, adopted for use this year. The teams we will have will tax the capacity of the diamonds available. If you have any suggestions to help this good, clean American sport pass them on. We hope there will be at least one team from each department. Create an interest in your team by being present at games and see how much better they will play with a good, large audience.

Bill Gilchrist, 808.



## Model Engineers

The "Consolidated Model Engineers" held their second enthusiastic meeting, April 8th, under the direction of Jim Roche, when sixteen new members were signed up, making a total of thirty-three embryo engineers.

Discussions were held on activities of members, with different type models both power and glider. Also ways and means were discussed on obtaining materials at a much lower rate than available at present.

Each member was appointed as a committee of one to locate a site for future gatherings.

April 25th at seven-thirty a. m. at Camp Kearny is to be the first exhibition of individual members' progress. At this time all types of models will be put through their paces.

Jim Roche was appointed temporary chairman and E. Sharp was appointed temporary Secretary until election of officers, which will take place in the near future. C. C. Flagg, H. Nicholson and Mr. Lacey have offered their services in an advisory capacity. H. G. Jenkins, W. K. Goodman and Bob Holland also proffered their services as aeronautical engineer instructors.

We heartily appreciate their cooperation.

Some very novel models are under construction at the present time, such as a gas-powered auto-gyro with a six foot span, also a "Grumman pursuit," which enters the gas-powered biplane field.

Among prominent members are "Spider" Webb, who placed second at a recent glider meet in Los Angeles and Bob Holland who took first place for fine workmanship, plus flying characteristics at the meet held at Camp Kearny April fourth in a field of 88 contestants with the model pictured in last month's *Consolidator*.

Our hats off to these fellows as they are starting the ball rolling in the right direction.

This group of aeronautical enthusiasts wish to extend their whole-hearted appreciation of the cooperation extended to them, by the *Consolidated Aircraft Corp.*

Come one! Come all! Let's get together at Camp Kearny!

Borque, of engineering is an untiring advocate of tropical fish raising, in fact it is believed that he will soon be offering his guests a repast of filet of guppy, steeped in butter of goldfish. He claims it is much better than filet mignon, or braised hummingbirds knuckles!



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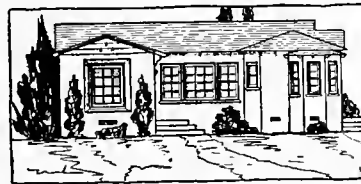
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**FIRST PRIZE**—California Colonial type,  
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**SECOND PRIZE**—a different version of  
a popular style, built by Stallard and  
Oates



**CONTEST HOME NO. 10**  
**THIRD PRIZE**—Again in the California  
Colonial trend... created by Joseph C.  
Kelly

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**\$25 to \$35 a month**  
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**30 HOMES**

like these beauties **NOW BUILDING**

Typical of the attractive, high class homes you'll have for your neighbors are the three pictured... prize-winners in the recent contest to choose the "prettiest home in Bay Park Village."

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at tract office... New 50 page book of plans and sketches... suggestions on financing on long term FHA loans.

**BAY PARK VILLAGE**

**A Peterson Realty Development**

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## Chips From the Carpenter Shop

Seen at the Maintenance Stag—at Kens. Woody with his non-straying stein. Jack Miller with his non-breakable mug. Gordon Paul eating hot-dogs and drinking 7-Up.

Mystery: Why did Doug. leave so early? A. L. Brown with two large Orphan Annie mugs.

Ted Stark enjoying himself playing checkers.

Bob Biddle and Art Hubbard enjoying the fresh country air and sunshine.

Joe Nettke right at home acting as bartender. Joe would like to know the right way to Ken's place.

We have in our ranks an ex-jockey, who worked for some big stables in his time. If there are any employees interested he would like to give his viewpoint on this year's Kentucky Derby. On a muddy track he picks: "Maedic," "Pompoon" and "Dellor." On a fast track he picks: "Court Scandal," "War Admiral" and "Pompoon."

### Wanted

Person or persons who haven't heard about George Reeves' recent trip in a PBY-1. "Hoople" Reeves will be glad to sacrifice a few minutes from his love affairs to anyone willing to listen.

## Rodriguez to Fight

AL RODRIGUEZ, clerk of the Metal Bench department, will make his bow to the fistic world at the next Boxing Show, sponsored by the San Diego Club. Al will meet Miles of Kansas City, who is reputed to be pretty good. Both boys are matched up well, holding about the same measurements.

Al is 19, weighs 135 pounds and is in excellent condition, due to the rigid training of his manager, Bernard Ruby, who has been putting his boy through the paces for the last five months. Ruby, on being questioned as to the qualifications of his protegee, replied. "Al is a splendid prospect or I wouldn't be spending my time on him."

Rodriguez has been doing quite a bit of wrestling for the last 3 1/2 years, holding the 1935 championship for the San Diego High School and has just recently turned to boxing.

Under the wing of the veteran Ruby, former holder of the New England Golden Glove championship and well known M. I. T. fighter, Al is sure to go places.

The exact date of the bout hasn't been announced as yet but is expected to take place around the second Wednesday in April.

V. E. Clapsaddle, Jr., 3000.

Dutch: What's holding this bulkhead up?

Voice from under Bulkhead: "Three saw horses."

That's the Hull of it.

Says the ole rivet sorter to the tool crib man: "You haven't given me a clean rag since the Lord knows when."

Says the tool crib man to ole rivet sorter: "You don't come over as often as you orter."

## Angling Review

Spring is here and along with thoughts of love and all that sort of thing many *Consolidators* have been gathering various items of equipment necessary to successfully snare the elusive sea denizens.

"Otto" Krueger, who has established a school for novice fishermen, is booked to capacity for the season and has arranged for disposal of most of his contemplated catches at the rate of "one for one", if you know what we mean. *Burp!*

You are urged to patronize the following merchants whose advertisement in this issue of the Consolidator make its publication possible:

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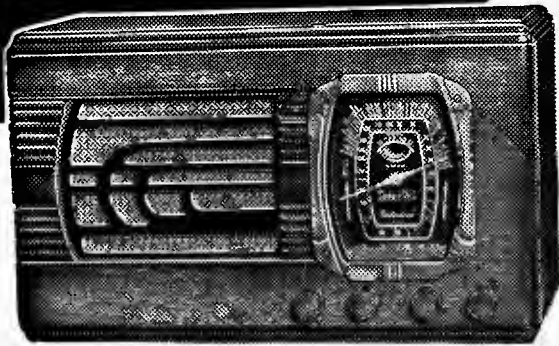
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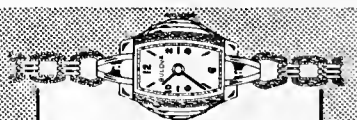
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Wear your emblem! These smart emblem pins with company colors in enamel on gold plate are unusually attractive. Pin or button style.

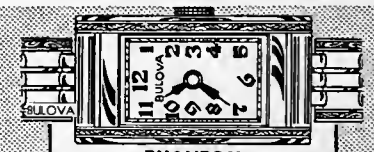
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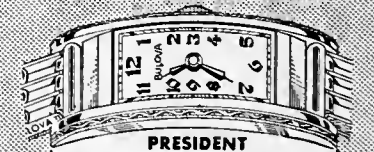
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A dainty 17 jewel aristocrat, engraved in the charm and color of yellow gold **\$37<sup>50</sup>**



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21 jewels; curved to fit the wrist. In the charm and color of yellow gold . . . **\$49<sup>50</sup>**

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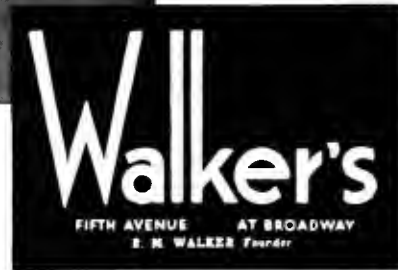
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CLOTHING?  
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All responsible parties are invited to open one or more of the several kinds of charge accounts offered at Walker's.

Within this complete work clothing department you will find all types of work clothing from shoes to caps. We will gladly offer our services to help you obtain special clothing, if necessary.

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LINDBERGH FIELD

*“The Home of Aviation”*

# CONSOLIDATOR

Volume 2

May, 1937

Number 5

## Agreement

**A**GREEMENT made this 26th day of April, 1937, between CONSOLIDATED AIRCRAFT CORPORATION, herein called the "Company" and AIRCRAFT LODGE NO. 1125, INTERNATIONAL ASSOCIATION OF MACHINISTS, herein called the "Union."

### WITNESSETH:

WHEREAS on 10 April, 1937, there was held at the plant of the Company under the direction of the National Labor Relations Board, an election for the unit comprising the hourly paid employees of the Company to determine the question of representation for the purpose of collective bargaining with their employer, and,

WHEREAS in such election the Union received 1823 votes of 2354 ballots cast and of 3295 employees comprising the unit and entitled to vote, and

WHEREAS by such ballot the Union fairly received a majority not only of the ballots cast but also of all employees qualified to vote and embraced within such unit, and

WHEREAS it is the desire of the Union to enter into an agreement with the Company with respect to rates of pay, wages, hours of employment and other conditions of employment.

NOW, THEREFORE, in consideration of the premises, the parties hereto hereby agree as follows:

1. *Recognition:* The Company hereby recognizes the Union as the exclusive collective bargaining representative of all of the employees in the Unit as defined by the National Labor Relations Board prior to such election, to-wit:

All hourly paid employees, exclusive of timekeeper and excepted clerks.

2. *Rates of Pay:* The minimum rate of pay for inexperienced personnel shall be 40c an hour for minors and 50c for adults for the first four months of employment.

Effective 2 May 1937, overtime shall be

paid for at the rate of one and one-half times hourly rate.

3. *Wages:* Effective 2 May 1937, the Company will make a blanket increase of 10% to every employee affected by this agreement. Without promising further general raises—a policy that would act as a detriment upon interim increases that may be earned by efficiency—the Company agrees to consider in June next on its merits, a further 10% raise and to review individual wage rates every four months and in addition to make such individual increases upon merit as and when it determines such are justified.

4. *Hours of Employment:* The working week shall consist of 40 hours work and shall run from Monday through Friday, or for janitors, watchmen and maintenance men through five consecutive days. With the exception of janitors, watchmen and maintenance men, eight hours of labor shall be worked within 8½ consecutive hours. Work after 8 working hours in any shift shall be considered overtime. After three hours overtime on any one day and five hours on Saturday, double time shall be paid. With the exception of janitors, watchmen and maintenance men, work on Sundays shall be paid for at double time. Work on the following legal holidays (if weekdays) New Years Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, shall also be paid for at double time. Until 30 June next the Company will continue the present weekly schedules for day and night shifts.

5. *Representation:* The Union shall nominate Company employees in and for the following department groupings who shall constitute an Employees' Welfare Committee:

1 Sheet Metal, Machine Shop, Tank, Heat-treating,

1 Draw Bench, Welding, Tubing, Metal Bench,  
2 Wings and Tails,  
1 Hulls,  
1 Paint,  
1 Final Assembly,  
1 Tool and Wood Shops,  
1 Experimental,  
1 Miscellaneous,  
1 Night Shift.

It is the intent of the Company that unfairness to employees shall not exist and that complaints will be settled with the foreman. No complaint shall be considered by the Committee until it has been taken up with the foreman concerned. In event satisfaction is not obtained, the em-

(Continued on page 3)

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# The President's Column . . .

Text: "Uncertainty! Fell demon of our fears! The human soul, That can support despair, supports not thee!" (Mallet)

THE Wagner Labor Act has been declared constitutional. Under it, in a Government-ordered election, our hourly employees selected Aircraft Lodge 1125, International Association of Machinists, a 49-year-old Union, affiliated with the American Federation of Labor, as their exclusive representative for the purpose of collective bargaining in respect to rates of pay, wages, hours, and conditions of employment.

Representatives thereupon, were selected by the Lodge, discussion with the company's management followed, and an agreement to be given a year of fair trial, was signed.

All this within the month! And without stalling, but with deliberation, calmness, fairness and harmony.

Most of our work is for our Government and this places a double obligation upon us to follow the law of the land and play ball with the Administration. This we cheerfully and whole-heartedly do. Management must not take sides. It must deal with employees through representatives of their own choosing and while the law permits individuals or groups to present grievances to their employer, Lodge 1125 has been fairly chosen to deal for all within the Unit defined by the National Labor Board, and those who lost the election and who refrain from now joining this Union must trust representatives in whose selection they had, and will have, no voice, to bargain for them, always at the possible risk of disagreement and perhaps interruption in work. The Union has agreed to endeavor fairly and squarely to sell itself on its merits and not to close its doors to any employee within the Unit mentioned.

What religion a man professes, if any, has never influenced employment with us; whether or not he is a Union man must not influence our employment of him or his treatment after employment.

It is the intent of the Company that unfairness to employees shall not exist, and in our agreement we have set up machinery to carry out this intent.

We are told and believe that a Union affiliated with the American Federation of Labor considers its contracts sacred, and that its members believe in earning,

through added efficiency, increases they may win. Organized labor with its leadership, is on trial with the company and its customers and employees and the general public and I for one believe it will not be found wanting. The concessions granted by the company, plus those to salary personnel, will cost us on fixed price contracts awarded in 1935 and 1936 at the rate of Six Hundred Eighty-five Thousand Dollars a year if efficiency is unimproved; but we are taking a Million Dollar gamble (for the work lasts more than a year) that harmony and efficiency will be improved sufficiently to offset these rate increases.

I have enjoyed the conferences with your representatives, men, and have found them to be fair and square. I look forward to meeting monthly with the Employees' Welfare Committee you will elect, so that we may continue to consider your welfare and that of the Company.

Frankly, aviation design and manufacture requires many men with as much skill as any business I know. Most any mechanic can make a structure to withstand what it must, if he may disregard weight and use materials that have been proven by time. But in our game, the world no sooner discovers a lighter metal of great strength or a new process to improve strength at less weight, than we must adopt it. And in so doing we must protect life and property from old man Gravity and old lady Corrosion. Most products never leave the earth; many never see salt water; ours must contend with both and skillful and honest hands must govern their building.

In our recent bids for PB4's we listened patiently to your representatives and asked them what was in their hearts and their minds. Ascertaining, we bid accordingly and hope that our Navy will find us low enough. If we don't get the PB4 business, a substantial reduction in force will be necessary.

We found no tendency on the part of the bargaining representatives to be domineering; they realized we must bid for Government business and the general Federal law provides that articles required by the Government must be procured where they can be purchased the cheapest—quality, cost of transportation and the interests of the Government considered; and the Aircraft Act of 1926 states that the decision of the Secretary of the Department concerned as to the lowest respon-



sible bidder shall not be reviewable by any officer or tribunal of the United States except the President and the Federal courts.

And now that uncertainty regarding rates, hours and overtime bonus is removed, let's all go places; if we work hard together we'll lead in our line of endeavor! And so will our Navy!

R. H. FLEET.

5 May 1937.

## Flash!

As we go to press we are informed by proud papa, Gus Phillips, of Engineering, that his wife has presented him with a beautiful 8-lb., 6-oz. baby girl, Carol Ann. Both mother and child are doing fine at Mercy Hospital and the father should feel better soon.

Congratulations to you all!

## Night Wings

Harry Hague of the Tail Surfaces reversed the advice of Horace Greely and went east. He returned a married man. His bride was formerly Miss Grace Hetherington of Wollaston, Mass.

Eat a bunch of pickles, ice cream and pie,  
Casein glue, mustard, cellophane and lye,  
Only please send in your news first,  
. . . . just in case you die!

P.S. As to processing information, Please inform certain Tank Department personnel that when an item is Rockwelled it is merely checked for hardness and had no "secret" welding process performed.—O.R.N.



# Agreement

(Continued from page 1)

ployee may present his complaint in writing to the Company's Personnel Supervisor, who shall take it up with the Works Manager and if not settled satisfactorily in this manner, it shall be submitted to the Committee. The Company agrees to meet with the Committee each third Thursday evening of each month to discuss the welfare of the Company and its employees and to hear and settle any complaints. All grievances made to the Committee shall be submitted in writing, signed by the complainant and by the department representative.

6. *Discharge:* Whenever an employee is discharged, the Company following present practice, agrees to furnish him with the reason for his discharge. Whenever requested to do so in writing by any discharged hourly employee, the Company agrees to furnish the Union with the reason for discharge, within three days after receipt of such request.

7. *Regulations:* The Union and the Company agree that the regulations set forth in the Company's Rule Book, attached and made a part of this agreement, are necessary for the efficient operation of the Company's plant and that infraction of any rule constitutes cause for discharge or other disciplinary action.

8. *Intimidation and Discrimination:* The Company agrees not to intimidate nor

in any way discriminate against any employee because of his union activities; the Union agrees not to intimidate nor in any way discriminate against any employee of the Company not belonging to the Union.

9. *Bulletin Boards:* The Company will furnish two bulletin boards on its property at places selected by its manager, for the exclusive use of the Union, and the Union agrees to post thereon only signed notices and nothing maligning the Company or its employees and to do no distributing of literature, hand bills or printed matter, and no soliciting or collecting, on the Company's property.

10. *Terms:* This agreement shall be given one year of fair trial immediately following this date and shall continue thereafter in force and effect unless and until it has been amended by agreement upon thirty days written prior notice by either party thereto or unless by legal procedure such as the election on 10 April 1937, a majority of the employees in the unit should elect other representation.

CONSOLIDATED AIRCRAFT CORPORATION,

R. H. FLEET,

President and Manager.

AIRCRAFT LODGE NO. 1125, INTERNATIONAL ASSOCIATION OF MACHINISTS,

C. F. CROW,

General Vice-President, I.A. of M.

JAMES McDERMOTT,

Pres. Aircraft Lodge No. 1125.

*Caught on the Fly*—Eddie Brendza is leaving for Cleveland to see his gal graduate—Max Sperry has got quite a crush on one of the office gals—Many of the boys are going on a Naval Reserve cruise next month—"Tony" Guarnotta arguing with an officer of the law (I guess he was driving too slow for he claims that cars were passing him when he got his ticket for speeding). "Bud" Thompson is seen at Glenn's quite frequently.—Little "Oscar" is willing to race anyone in the plant with that V8 of his.—A few of the boys having a hard time to make it on their own at the dance.—Two of the boys trying to settle their difficulties by fighting after working hours.—(I wonder if they would have felt better if they had beaten each other up. At least they would have had something to talk about.)

Remember . . . It only takes a minute to write a news item about your fellow worker . . . and the *Consolidator* is just that much more news!

## Things That Get Me Down

By Mickey Burleigh

Al Griffith's black eye (he blames it on a horse) . . . the bearded hill-billy in final assembly . . . Eddie Brendza trying to rumba . . . Those "Ducky" shorts that Frank Boyle plays tennis in . . . Charlie Adler and Johnny Jones of final assembly trying to navigate a sail boat . . . Herman Hagman of the purchasing department running around at a beach party in his underwear . . . The dirt Ted Laven dishes out about me (the rat, his mother should have kept the stork and sent him back)—Krank Heidermann's conversations . . . "Red" Nickell's ability not to play tennis. *Toe Nail Descriptions* . . . Armstrong-wind without the gone (only half gone) Herb Ezart—the little Napoleon of the Wing Department . . . Ted Laven—flies in my ointment, worms in my spaghetti . . . Steve Powell—man on roller skates without the skates . . . would anybody care to take a Brendza with me.

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Three Taylor Cubs at your service.

\$4.00 per hour, solo; pay as you fly.

Dual instruction pilot's fee, \$1.00 per hour.

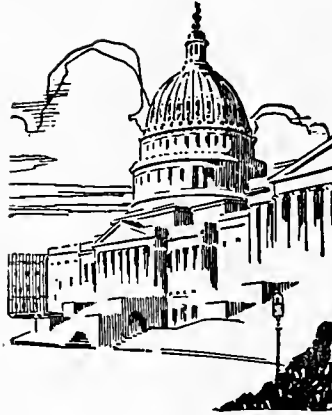
Heavier ships also available.

Take Tijuana highway to Chula Vista. At G Street turn west to the Bay.

CHULA VISTA AIRPORT, Foot of G St.

Chula Vista, Calif. Phone C. V. 661

# News From the Capital



Washington, D.C.  
May Third, 1937

**T**HIS is probably the finest Spring ever experienced in Washington. All over the city, each and every growing thing is trying to outdo its neighbor. Dogwood, wisteria, iris, crocuses, cherry blossoms, and a lot of plants whose names we do not know, are now at the height of their beauty. Old man Weather has been very kind to us, with the exception of last week, when J. Pluvius staged a near-flood that did not amount to much except in the newspapers, but almost walked in on some of the lower elevations of the city. We took a trip to the top of the Washington Monument and decided that the city was safe for a while at least. The spring weather has its drawbacks, however. Here we are trying to write an interesting and snappy article for the best magazine ever published, and about all we can think of is what a fine view there is out of our window, watching the kids play ball in a nearby park, people sitting around sunning themselves, birds of all kinds having a fine time in the bird bath just below our window; and not an interesting or worth-while journalistic thought in our head. Not that there ever have been so very many there, but this month it is worse than usual. Congressional activities have not furnished any headline news for some time. The Washington baseball team, after a good start, seems to have slipped a-plenty. The President is away on a fishing trip. The Supreme Court seems to be hitting on all nine. No one seems to have any great amount of complaint, animosity, partisanship or pep right now. Yes, Spring is here and we don't mean maybe. Now, probably the next article from your correspondent will be written in the midst of real hot weather and that

will be sufficient irritation to produce something with plenty of steam behind it, but right now we haven't the heart or desire to get very much stirred up about anything. We can say however that the *Consolidator* is making a real hit with all those back here fortunate enough to be on the mailing list, and is seen prominently displayed on reception tables, and in private offices, in many interesting and worthwhile places. All of which goes to prove that *Consolidated*, the *Consolidated* family, and *Consolidated* products, are a combination absolutely unbeatable. Keep up the good work, folks; and here's hoping that you won't be too critical of your Washington correspondent's efforts, this time at least.

## Washington Flood

*By An Eye Witness*

**J**UST as Washington was settling down for the spring season and putting her best foot forward for the hordes of sight-seers and cheery-blossom-seers, the annual Spring Flood arrived. Giving plenty of warning of its impending arrival, it came with a bang early Tuesday morning, the 27th of April. Dykes were hastily erected along the river drives and Washington once again settled back to enjoy her flood. Things were quite different across the river at Anacostia at the Army Field, Bolling, and the Naval Air Station. The flood arrived all right but with more of a bang, yet.

Monday morning, in the midst of a heavy rain storm, the water poured through an opening in the dyke at the Naval Air Station and the field slowly became a lake. A canoe was tied to the Post Office Building at Bolling Field and it floated around in a foot or so of the muddy water. News from up the river came floating down that the flood would reach its height "sometime Tuesday evening or early Wednesday morning." The planes on the Army end of the field were hastily taken to higher ground or put into dry hangars. Newspaper reporters arrived to watch the fun. The men and their families looked with wary eyes at the slowly, but ever-increasing stream of water. The rain storms kept coming and each one seemed longer and harder than the last. The airplanes, which had been placed at the northern end of the field, were gradually being edged farther back. By noon

Felt Base

## LINOLEUM RUGS

Made by the makers of Cangoleum Rugs, these 9x12 room-size rugs at \$4.95 present an extraordinary bargain! Other sizes are priced proportionately.

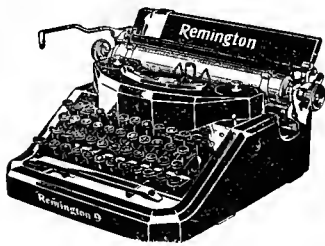
FULL ROOM SIZE  
\$4.95

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**FURNITURE**  
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Complete Typewriter and  
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Exclusive Woodstock Distributors  
All makes rebuilds sold and rented

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*The Mortuary  
of Thoughtful  
Service and  
Beautiful Music*

Highest type of  
Funerals at the  
Lowest possible  
cost . . . .

Terms to meet the  
requirements of each  
individual family . . .

Tuesday there was a stream of water running by the doors of the officers' quarters. Tuesday night things began popping in earnest. Airplanes that could no longer be edged any place else were propped up. The crews worked in a driving rain in water up to their knees with tractors piling lumber under the ships. The rise of the water was slow but consistent. By midnight the planes were made safe and some of the quarters had been evacuated, and Bolling Field, like Washington, sat down and waited. Suddenly, after the peak had been reached, the water receded just as it had risen and by Wednesday morning it had dropped a foot. Slowly but surely the river returned to its proper level, leaving behind a muddy field and much work to be done. Although the damage was negligible financially, there is some tedious work to be done.

Washington, too, surveyed the damage of the water. The cherry blossoms were again endangered by the water running at their roots, the terraced lawns along the river drives were soaked and covered with mud. Then Washington will have to clean up its parkways and sit back in watchful waiting until her Spring Flood in 1938 comes racing down from "up the river."

Be an upright, courageous man!

Tread the straight and narrow.

Write, "Hoover of engineering,  
Shoots a bow and arrow."

Maybe this is new stuff,

Maybe it is old. . . .

But we wouldn't a knowed it,

If we hadn't a been told! ! !

Tell us these things . . . write 'em up, send 'em in! ! ! They make news.

### The Analysis of a Woman

She is an angel in truth, a demon in fiction,  
A woman's the greatest of all contradiction.  
She's afraid of a cockroach, she will scream at a mouse,

But she will tackle a husband as big as a house.  
She will take him for better. She will take him for worse,

She will split his head open and then be his nurse.  
And when he is well, and can get out of bed,  
She will pick up a teapot and open his head.  
She's faithful, deceitful, keen-sighted, and blind,  
She's crafty, she's simple, she's cruel, and she's kind.

She will lift a man up, she will cast a man down,  
She will take him apart, and make him her clown,  
You think she is this, but you will find she is that,  
She will play like a kitten, and bite like a cat.

"Scotty", Sheet Dept.

A Spring Valley farmer has produced a plant which bears potatoes underground and tomatoes above the ground. Probably he will next invent the "Vegetable Dinner" plant.

## Lt. Deam Leaves Us



Lt. Frank E. Deam, Assistant Inspector of Naval Aircraft, is leaving Consolair about June 1, after a brief sojourn of approximately six months.

He will again take up life on the briny deep when he begins a three-year tour of sea duty, as a member of VP Squadron 11, which is attached to the U.S.S. Langley.

Lt. Deam, who graduated from Annapolis in 1924, has served as Inspector of Naval Aircraft at the Stearman Aircraft Company, Wichita, and the Great Lakes Aircraft Corp, Cleveland. Previous to his appointment to Consolair, he was Assistant Inspector of Naval Aircraft at the Douglas Aircraft Company, Santa Monica.

He will be relieved from duty by Lt. Henry J. McRoberts, who has been taking a post-graduate course at Annapolis.

Lt. Deam, upon being interviewed, said: "It is with regret that I terminate a very interesting tour of duty, which has been made particularly pleasant by the many friendships, I have found at *Consolidated Aircraft Corporation*."

We are sorry to see you leave, Lt. Deam, and extend sincere best wishes for your success and happiness in your new assignment.

The following letter was received from Leo Klingenmeir, now in the Mercy Hospital:

"I sincerely appreciate the gifts from the boys of the Night Shift, also many thanks for the many visits and inquiries made by the boys during my illness."

We all miss you Leo, and wish you a speedy recovery. 1313.

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in modern to the minute PLANES

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3 Taylor Cubs

1 Taylor Cub Seaplane

1 Fleet

2 Kinners

1 Fairchild Cabin

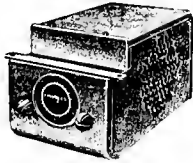
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Five octal base tubes—automatic volume control—full power output—large illuminated dial—one-piece installation—a typical Crosley sensation. Practically the same chassis as the famous "Five" home radio. No spark suppressors or extras needed. Complete for . . . . . **\$24.95**

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SOUTH BEND LATHES**

- Display each Friday at your plant
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Sales and Service  
Located in the heart of East San Diego  
**Severin-Strawn Motors, Inc.**  
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## . . . We Lose a Friend



**C**ONSOLIDATED will lose a loyal friend and North American Aviation will gain one when, Francis T. (Frank) Moonert, Army Representative, leaves our ranks on or about May 17, to become assistant to Major Hurd, Army Representative of the latter company.

Frank (who considers "Francis" a fighting word) was born in Cincinnati, Ohio, where he received his early schooling. In 1919, he graduated from the University of Dayton, as a Structural Engineer.

Having always been interested in flying, he attempted to enter the aviation division at McCook Field in an engineering capacity, but his efforts were in vain. Nothing daunted, he obtained the job of messenger boy in the service and began a steady upward climb.

He studied aeronautical engineering as applied to engine and airplane design and, in succession, became Assistant Mechanic, Mechanic, Crew Chief and Flight Test Observer.

Finally, in 1929, he was appointed Army Inspector and sent to *Consolidated Aircraft Corporation* at Buffalo, where he supervised the 0-19 airplanes.

At the conclusion of this assignment, he was transferred to the Curtiss Aeroplane & Motor Corporation, serving there until 1934.

In that year, he was again assigned to *Consolidated* where he has remained until the present time.

Frank says that there are so many former McCook Field service men at *Consolidated*, that there should be a West Coast "McCook Field Fraternity." While he was acting as Mechanic at the Field, he made cross-country flights in that capacity with Major Fleet, who was then Officer in Charge of Procurement. Other *Consolidators* with whom he worked are I. M. Laddon, Bill Ring, Bernie Sheahan and L. C. Weinberg of the Navy Office, Etienne Dormoy and Harry Sutton.

Frank is a firm admirer of *Consolidated* and its personnel. When interviewed, he said, "No matter where I go, I will never forget those happy days at Buffalo and San Diego."

*Consolidated* will miss you also, Frank. We all join in wishing you the greatest success in your new position and hope that, when you are "out our way" you'll drop in and say "hello" to us. *Consolidated's* loss is North American's gain.

Bill Ring says "No-Corrode" grease is not to be used on zippers—oleomargarine would be butter.

### Bequest

If some day death should, smiling, turn to me  
And o'er my shoulders fold his sable cloak,  
You must not weep nor grieve for me, but see  
My joy that all my earthly chains be broke.

I go to other fields, a fairer land.  
New vistas, wider visions meet my eye.  
There will be other labors for my hand,  
And new adventures 'neath that other sky.

No sighs nor tears that dissipate the soul  
Can build a lasting monument on earth.  
Far rather would I see my life work whole,  
See you convert it to some lasting worth.

But more than that, my love, remember this:  
Your happiness was heaven itself to me.  
And I may never find a realm of bliss,  
Less, turning, chance your smiling face to see.

And happiness cannot be found alone;  
So live your life, seek new friends, love the old;  
And do not let your heart turn into stone,  
Nor let your love of laughter become cold.

Though I have often failed you in this land,  
Know that I'll always guard you from above.  
Close by your side in spirit I will stand,  
For death can never be the death of love.

—Author Unknown, G. Newman.

Johnny Alls threatens to bring a libel suit against the *Consolidator*, because we published the fact that he accepted free wrestling match passes and asked for the 10c tax to go with them . . . (if we don't also include the fact that he asked for the gas for his car also!)



Left to Right—Front Row: R. L. Randall, Jack Smith, E. F. Dill, G. O. Couchman. Rear Row: A. Bockeno, Coach, W. A. Gerding, D. M. Peterson, G. A. Lindberg, D. Paddock, Herb. Ezard.

## The Champions

The 1937 *Consolidated* basketball season is now history. The Crimson Wing went through the playoffs in real championship form to capture the title—walloping Final Assembly 53-21, Cutting, 57-21, and Engineers, 59-19. The Wing then went on to day finals to defeat their bitter rivals, Hull, 44-37, in a fast and hard-fought game, thus winning the day championship. This, one of the best games seen in San Diego in years, was witnessed by several hundred rabid fans. On the following Saturday, the Wing met the Paint, nite champions. The fighting Crimson Wing also took Paint's measure, defeating them 45-30, and annexing the *Consolidated* Championship.

E. F. Dill, All Conference and Coast League forward and San Diego High School high point scorer, was the outstanding player. In four of the five games he averaged 21 points and, in the Hull game, shared honors with Jack Smith, each getting 13 points.

The team is comprised of former High School and College stars, namely: "Free" Dill, "Jumping Jack" Smith, "Goldy Locks" Peterson, "Lindy" Lindberg, "Half Pint" Randall, "Dimples" Gerding, "Oley" Couchman and "Jumbo" Paddock; an array of players that would gladden the heart of any basketball coach.

Each member of the team was presented a gold basketball by Donald Frye, following the victory.

Coach Art Bockeno.

With all of the talent running around the plant I do not see any reason for not organizing a baseball club. Many semi-pro players are working here and we could easily have a good club. (Att. Mr. Gilchrist.)

"I admire cheerfulness. I'm for anyone who sings at his work."

"Say, you must love mosquitoes."

Congrats to the Wing Department's fine basketball team on winning the inter-departmental basketball championship.

"Well, I think I'll put the motion before the house," said the chorus girl as she danced out on to the stage.

"Bee Hive."

Ronnie Le Mon is willing to take any of the boys flying in his new Mono-Coupe. The only charge will be for gas and oil. Arrangements may be made with him or through this column.

Strawberry, orange, lemon and lime, Think up a news bit and drop us the line!

The Fellows in the Sheet Department are still wondering how Al Johnson, No. 1764, enjoyed his deep-sea fishing trip.

Go yeast, my son, and rise! You don't have to be a Homer Greeley . . . you're automatically an editor when you send in news, etc., for the next *Consolidator*!

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ON  
TIME**

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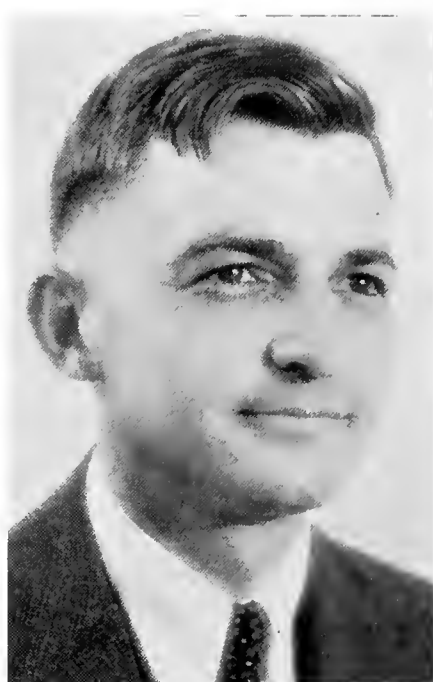
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## More Champs

Another name was recently added to *Consolidated's* steadily growing list of champions of all sorts, when likeable "Tommy" Hemphill, Head of the Aerodynamics Dept. won the La Jolla Country Club Golf Championship of 1937, with a total score of 307. This quiet-spoken native of Hattiesburg, Mississippi, is a graduate of Cornell's Class of 1931, where he obtained a M.E. degree.

In the same tournament, H. A. Sutton, Assistant Chief Engineer, won second place in the second flight, with an aggregate score of 352.

Bernie Sheahan won third place in the second flight, having accumulated a score of 357.

Mac Laddon also ran!

## The Aviator's Prayer

Lord, through the driving mists and storms,  
Blindly the threatening skies we grope.  
Grant us the strength to fly ever on!  
Grant us the courage of Thy hope.

High in Thy brilliant upper air,  
Filled with the joy of a soul set free,  
We will come close to Thee in our joy,  
Turning our singing hearts to Thee!

Low where the sullen danger lurks,  
Swathed in the smoky wraiths of rain,  
Be it our fate to come crashing down,  
Wilt Thou not lift us to fly again?

Under the shadow of Thy wings,  
Each has been given a course to fly;  
Thank Thee, O Lord, for our grant of life,  
Courage to strive, and strength to die.

A stitch in time saves twine, and a news item in time come out in the next issue! Write it now!

# HIRAM

DEAR Hiram:  
Gosh all fishhooks, Hiram! You hev shore bin missin sum excitement. I never was so frustrated in my life as I wuz this last week! But I'll begin at the commencin and tell you all about it.

This last week the dust storms let up a spell, and we hitched up ole Fanny to the spring-waggen and went to Sittinbull City to see the sercus. Everythin was fixed up something scrumpshus. They had big banners and pink lemonade and peenuts and a elefant and a sord swallerer and a tattood man and even a big man-eatin lion. But Hiram wait till I tell you. We wuz just fixin to buy a bag of peanuts, when old man Bendybunt, the fattest man in seven counties, comes a-plowin past us like a scared jackrabbit with the lion right after him. We all started to run, when wood you believe it, the lion stops dead in his tracks and turns around and starts high-tailin it for his cage. One sight of Brother Bob had scared him to death!

Right after thet, one of the sercus fellers come around and offered Brother Bob a job in the sercus as a side-show freak and lion-tamer in his spare time. Brother Bob wouldnt do it, though, cuz he has his hart sot on goin to Californy and being a timekeeper in that airyplane werks ware yote werkin.

Ever since the day of the sercus, I been over to Aressa Tweebudge's house takin care of her. You see, when that there lion brok loose at the sercus Aressa started runnin like everybody else and ran smack dab against a tent pole, and afore she know it, she hed swollered her corn-cob pipe, fire and all. We've dosed her with a quart of castor oil, but so far we've only got the stem.

Old Johnny Nipp hez been hittin the bottle harder than ever lately. The day of the sercus, he'd ben histin' a few with the boys, and when the lion broke loose, he saw two of 'em and got twicet as scared an ennybuddy else. He's been drinkin twice as hard ever since to forget it.

But I reckon that's about all the news from home, Hiram.

Gee, Hiram, as I sit here in Aressa's kitchen, thinkin over the good times we useter have together, I get to missin them perty little frazes you useter whisper in my ear. How is our splicin money pilin up, Hiram? I hope you aint squanderin none on them Navy widders out there. Course I know yore not.

# PLOWBOY

Oh—oh! Aressa's yellin for me. Maybe I can go home pertty quick.

Your sweety,  
Elmira.

Dear Elmira:

Am shore glad to hear that Brother Bob is sot on comin out here and bein a Time-keeper. His looks may scare a lion to death, and he may be a little addled in the haid, but he'd hev a run fer his money bein the funniest lookin egg in that department.

We gotta be awful careful though. It it gets out that he's a gone goslin for branes, theyll probly make a Inspector outta him. Wouldent that be awful?

Tawk about yore havin excitement. Remember the time I went to Kansas City with a load of Long John Horstgass' hogs? And when I got to ridin that revolvin door in Seer and Rowbucks and got goin too fast and got pitched right through a plate glass window and how the cops came wen they found me tangled up in the skerts of Seers & Rowbucks best lookin female dummy? Well, this last weekend was wussn that!

The fellers hed bin atellin me about goin to Teeawanna and all the fun they bin havin at the molena roho and sum other places with queer names, so I ups and went with em last sattidy night. Gee gosh, Elmira, I shore hate to tell you about this, but when we got down there I got drunk-ern \$700 on sum stuff call takeela. It was shore powerful. Sunday mornin I woke up and found myself layin in some hay and other stuff under a flea-bittin jackass in a ole barn. I shore felt turrible. My hed wuz the size of a rain-barrel, my Sunday pants wuz torn, and Elmiry, the splicin money wuz all gone.

I crawls out and look around, and finds Hank (one of the paint shop fellers I wuz with) sleepin in the horse-tank. I woke him up and we went lookin for the other fellers. We finally found them in the jale. When we asked one of them sojers why they wuz there, he sed the fellers wuz pinched for bein drunk and takin off their shoes and throwin them at the pigeons. Just then I notussed that Hank and me wuz in our stockin feet, so I grabbed him and we beat it.

Elmira, we went all through the places in that town lookin fer my money. In one of them, a Mexican gal asked me if I cud still sing this mornin. I tole her I spose so,

but I hadn't tried it yet. All the time she wuz laffin at me. When she stopped she said as how last night I wuz showin every-buddy how good I cud sing bass and when I wuz goin down for a real low one, my chin got stuck and to get it loose, they hadda take me to the blacksmith. He got it loose all right and I wuz so glad, the gal said that I gave him a lot of money. When she told me that I ran all the way over to the smithy to get my money back. But Elmira, I wuz too late. The blacksmith had left for Spain to fight in the revolution!

Well, Elmira, after that I cum on home. I'm just awful ashamed of myself for losin our splicin money. If you ever can forgive me I wood shore like to hear from you. I feel awful bad.

Yore sweety,  
Hiram.

"Bucky" Galvin, Squirrel Cage Boss and former Cinema Star, has resigned his position here and has returned to Kenmore, N. Y., to dispose of some realty holdings he owns there. He is undecided about his future affiliations but, after a short European tour, we hope he decides to return to Sunny California. The boys will all miss him and certain bright spots around town will be a lot quieter now that he is gone. Happy landings, Bucky, and always remember we will be looking for you.

"The Sad Squirrels."

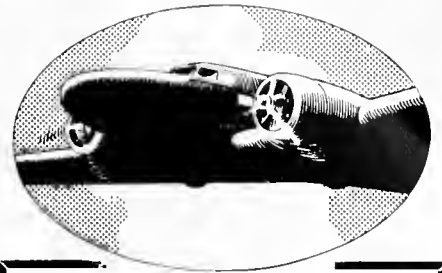
Mr. and Mrs. Arnold Blume entertained Arnold's parents at La Jolla over last week-end—spent most of the time swimming and fishing. Mr. Blume, Sr. is still California Pinochle Champ and, if you don't believe it, check with any of the boys who sat in on that Saturday night session.

The Ernie Johnsons enjoyed a pleasant week-end at Warners Hot Springs.

We just heard that Mr. and Mrs. A. Alexander No. 1846, had a blessed event recently. Congratulations, Al. Incidentally, why not call him Onyx?

A word to the wise is sufficient. Yea, Bo! So we'll be seein' your *Consolidator* contribution. . . .

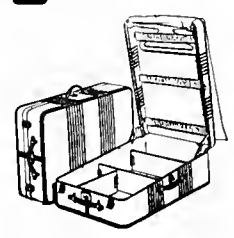
Jack Owens, who, not long ago, was dashing around the basketball court in a Wing suit, is now patrolling National City in a Radio Prowl Car and doing a good job. Art Bockeno.



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Ask your  
GROCEER

# Our Spring

Every good cook knows that he must use the choicest ingredients if he is to make a concoction of which he will be proud. Just like master cooks, the Committee responsible for our annual Spring



Rochelle Hudson  
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Of course, a lady must eat... but wisely! **BREAST-O'-CHICKEN** brand TUNA has been found by the Stars to have those vital... energy-giving qualities so necessary to vivacious performance... without a tendency to add weight.

*Miss Hudson* SERVES  
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*and* CALAVO CRISPS

Break 1 tin Breast-O'-Chicken Tuna in large pieces. Cut 1 med. sized Calavo into halves lengthwise, remove seed, peel and cut in to long strips. Dip each strip and piece of tuna into mayonnaise and roll in crushed potato chips. Arrange alternately on nests of lettuce, garnishing with 4 or 5 tomato wedges to each salad. Serve French dressing separately.

Send 3c in stamps and one Breast-O'-Chicken Tuna label for new recipe book, "HOLLYWOOD RECIPES ON PARADE."



**WESTGATE**  
SEA PRODUCTS CO.  
SAN DIEGO, CALIF.



# Dance † † †

Dance, held April 10, at the Mission Beach Ballroom, mixed a very appetizing selection of ingredients, and the result was a "red letter" evening.

Their recipe consisted of:

- Excellent dance music
- A bit of novelty
- A dash of surprise
- Several fine entertainers
- Two interesting speakers
- A congenial crowd.

Tuneful dance music was capably furnished by Val Dage & His Orchestra, much to the edification of the dance lovers present.

A bit of novelty was injected into the proceedings when Bud Deacon introduced 16 members of Victor McLaughlin's Air Corps. The feminine half of the audience was particularly impressed by the trim appearance of the group.

For the surprise element, three valuable prizes were presented to the holders of lucky entrance tickets . . . an electric clock, a Mixmaster, and a Toastmaster.

Dancing and singing entertainers added their bit to make the already delightful evening one long to be remembered.

Major Fleet and C. A. Van Dusen made short talks which were well received.

Added to the music, entertainment and speeches, was a congenial crowd. At one time during the evening, it was estimated that there were over 7,000 people in the Hall. Talk about sardines!

Thank you, Committee, for a wonderful time. We're eagerly awaiting our next party.

## The Flaw

I looked at you and saw a smile  
Like sunrise on your face.  
I saw you move and caught a glimpse  
Of tall trees in your grace,

You spoke and, oh, such loveliness  
I never dreamed could be  
In human voice, nor could the thrush  
Sound half so sweet to me.

You sighed close to my eager ear,  
Oh, bitter, bitter hour.  
I found your breath like garlic smelled  
Instead of like a flower.  
James Harvey Roberts.

If at first you don't succeed, why just suck until you do suck seed! Maybe you forgot to sign your name to the material you sent to the *Consolidator*? They must be signed with name or clock number.

## Baseball

THE following list of names will guarantee good clean sport in the Softball League. A good turnout to see these games will create a better feeling of sportsmanship.

### Baseball Managers Appointed to Date DAY SHIFT

- Accounting ..... Barns
- Mach. Shop and  
Time Keepers ..... R. Tonitt
- Bench ..... J. Wilkenson
- Cutting ..... D. Rasmussen
- Draw Bench ..... J. Friel
- Engineers ..... N. W. Bouley
- Experimental ..... R. Peters
- Final Assembly ..... C. C. Adler
- Hull, 3 teams ..... Steve Gardner
- Inspection ..... John E. Alls
- Maintenance ..... Peter Grijalva
- Office ..... Wm. Renison
- Planning ..... Willard Luppke
- Paint ..... O. E. Meehling
- Sheet Metal ..... C. Seaderquist
- Stock Room ..... F. J. O'Connor
- Spars ..... R. E. Stephenson
- Tool Design ..... T. Shaw
- Tank—2 teams ..... J. W. Kelley
- Welding ..... James Ash
- Wing ..... M. P. Little

### NIGHT SHIFT

- Wood Shop ..... J. Woodhead
- Final Assembly ..... W. M. Basil
- Hull ..... Jack Clark
- Paint ..... W. Slattery
- Sheet Metal ..... Marker
- Welding ..... J. K. Wood
- Wing ..... R. C. Hollinger

Now that we have started, let's see what department can show the best attendance at each game played. Who will be the winner? We have one fine trophy already donated and expect others soon.  
W. C. Gilchrist, 808.

Chief Mineah Ha Ha of the tail group tells this one on himself: Regularly riding to work with some of his friends, he decided to drive his own car to the plant one day. He did this, parking in the lot, then promptly forgot, rode home with his friends as usual and left the car parked all night!

A certain inspector by the name of Mac. is circulating the rumor that a candid camera fan of *Consolidated* took a shot of the unruly shock of hair belonging to the head of Watt the toolroom adjuster and sent it in to Ripley, and according to Mac the picture came back marked, "I don't believe it" Anyone who knows Mac, is entitled to a 98% discount on this story.

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1300 Broadway 1301 Broadway



The earth's natural resources harnessed to supply power for mankind, this particular harness being known as Boulder Dam—the largest power plant in the world, capable of producing as much power as Niagara Falls and Muscle Shoals combined. (Seen only on TWA.)

*All of the major airlines in the United States have flights from Los Angeles to New York, the routes of which are so divergent that there is an interesting story in each. In presenting, "Flying the 'Lindbergh Line'", the Consolidator extends its sincere appreciation to T.W.A. and Bill Judd, for their excellent cooperation and courtesy.—Ed.*

**E**VEN the most imaginative prophet of a century past would probably have fallen short in describing the modern means by which human beings would, a hundred years later, traverse the North American continent. Had he boldly suspected the coming of air transports with their coast-to-coast schedules of only a few hours, he would doubtless have been hesitant in making such a seemingly ridiculous prediction.

Yet the progression of transportation from the horse and buggy of the 19th century to the modern sky transports which ply the airways is representative of a change which required much less than a century. In fact, aviation is today only a child of 35, and commercial transportation of passengers by this means has been known for little more than a decade.

Transcontinental & Western Air, the "Lindbergh Line," offers the fastest coast-to-coast schedule over the route chosen by Colonel Charles A. Lindbergh as the shortest and most interesting, on which are some

of the most outstanding scenic wonders of the world.

Leaving Los Angeles in one of TWA's large twin-engine Skyliners, beautiful sights immediately begin laying themselves at the air traveler's feet. After crossing the vast Mohave desert, Devil's Playground and Soda Lake, Boulder Dam, the highest and largest dam in the world, with its spectacular spouts of water rushing out of its locks from the adjoining Lake Mead, comes into view. This tremendous power plant is capable of supplying more power than Niagara Falls and Muscle Shoals combined, having a rated capacity of 1,835,000 horsepower! Flying directly over this man-made miracle, TWA Skyliners afford a magnificent view absolutely unobtainable by any other means.

Upon passing the Dam, the arid contour begins merging into colorful gorges finally resulting in the most brilliantly hued portion of this earth—the Grand Canyon. One of the seven wonders of the world which, all at once, awed, inspired, amazed and bewildered the pioneers on their 19th century covered wagon trek across the continent, is on the regular TWA route. Needless to say, its grandeur continues to affect air travelers the same as it did the hardy pioneers. This beautiful gorge of the Colorado River is over 200 miles long, from 9 to 13 miles wide and, in places, over a mile deep. From the air it is clearly seen how the winding Colorado, roaring

## Flying "The Li

down the Grand Canyon, supplies the water for Lake Mead which is over 100 miles long. Thus, one may easily see how these two world wonders work hand in hand in economically serving mankind.

Meteor Crater, caused millions of years ago by a heavenly body striking the earth in its journey through space with such a force that it made a hole a mile wide and 600 feet deep, is another among the many vistas seen only by TWA air travelers. Viewed from the air, it gives the appearance of a hollow mountain with its top sliced off. In addition to Meteor Crater, several extinct volcanic craters push themselves above the horizon between Los Angeles and Albuquerque.

The Sky City of Acoma, reputed to be the oldest inhabited city on the North American continent, perched high on a precipitous rocky plateau, is also seen only by TWA air travelers. One of the many

**By Bill Judd, Transconti**



TWA pilot receiving weather information from a TWA meteorology department is considered the most complete weather forecast.

# “dbergh Line”

legends concerning the Acomeñas, the tribe of Indians inhabiting the Sky City, tells of angry Gods which descended upon the people when they lived on the Enchanted Mesa. More than half the population was killed, those left migrating to their present precarious location. All the stones and materials used to make their homes were carried up the steep sides of the plateau pickaback. Even the earth beneath the Sky City, in which their gardens grow, was taken from the fertile plains below.

Another Indian attraction on the TWA route is Inscription Rock. Centuries ago the Indians on the arid plains of the southwest for miles around came to this rock to get their water. Hardly ever did one make the trip without inscribing a bit of “news” of his tribe on the sides of the “rock.” It was thus that the Indians learned of successful hunts, deaths and



The Sky City of Acoma, perched high on a rocky plateau of the deep southwest, is the oldest inhabited on the North American continent. (Seen only on TWA.)

## Continental & Western Air, Inc.



... prior to his taking out a flight. TWA's meteorological system of its kind in the world.

other events among the different tribes. So to speak, Inscription Rock served as the local “newspaper,” and the hieroglyphics and picture writings are still clearly visible all around the rock.

The airports at both Winslow, Arizona, and Albuquerque, New Mexico, are complemented with passenger stations most typical of the deep southwest. Adobe structures, their interiors are roughly ornamented with Indian fixtures, rugs, tools, fighting paraphernalia, furniture and decorations. Likely as not, an old Chief in full “get-up” may have his squaw and children down to watch the giant transport arrive and depart.

Painted Desert, Black Falls, Sunset Crater, Devil's Canyon, Petrified Forest and the Continental Divide name a few other points along TWA's route, between Los Angeles and Albuquerque, which are of scenic interest.

Leaving Albuquerque and continuing east, interest is sometimes diverted from things below to things tasty served by the TWA Hostess who is always along to care for the comfort of passengers, to answer questions concerning points along the way and, by no means least of all, to serve the excellent prepared hot meals which seem to meet the taste of even the most hard-to-please. From the appetizer to the after-dinner mints each TWA meal is an excellent example of the culinary art. The hot food steam tables, to be found only

on TWA's Skyliners, greatly add to their deliciousness.

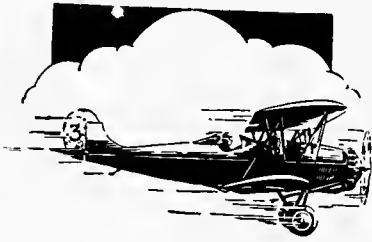
After a meal, should an air traveler feel the urge to “snooze” a bit, the Hostess readily obliges by changing the ingenious TWA chair from the sitting position to the very restful and slumber promotive sleeping position. Sleeping on a TWA Skyliner as it gently rolls on the soft cushions of air, yet while flying across the sky at more than three miles a minute, is best appreciated by the actual experience. Likely as not, one might sleep through the stops at Amarillo and Wichita and the flight over the checkerboard of crops and rolling plains of the southwest. Upon arrival at Kansas City, where TWA's system maintenance base is located, stopover time can interestingly be spent in giving TWA's various maintenance shops a quick “once-over.” TWA's base at Kansas City has been claimed by many to be the most complete and modern base of its kind in the world. Here may be seen Skyliners in the midst of anything from a minor adjustment to complete overhaul.

A glance might be had at TWA's meteorological department with its air mass analysis system, which is known the world over as the most complete weather forecasting system of its kind.

While walking through the hangar, TWA's “Experimental Overweather Laboratory,” being used in the company's high altitude research program investigating

(Continued on page 22)

# Mesa Flying Club News . . .



**B**ETWEEN the last issue of this magazine and time for this one to go to press the Mesa Flying Club, Inc., has held another very successful "party" and entertainment. There were approximately three hundred in attendance and every one taking part in it had an enjoyable evening that will not soon be forgotten. It seemed that each person who came tried his very best to enjoy himself and to see that others did the same. The evening was given over to dancing, a good floor show, and there were some very lovely

door prizes awarded and no doubt the ones fortunate enough to receive them were well pleased. Those who helped to put this part over and who really did the work are to be complimented on the results. The Social Director, (Yours Truly) takes this opportunity to thank all who helped.

There is another party in the planning process at the present time which is to be of a different nature and we hope to be able to offer something worth while. More will be said about it later.

Our president, Mr. Griffith, is to be complimented on the way he conducted the party as the "Master of Ceremonies." Good work, Al.

Our next party will be held under entirely different conditions and at a different location and we hope to be able to more than please all of you.

There have been four of our members to make their solo flight this month including, Mr. McCannon, Mr. Mier, Mr. O. Hubbard and Mr. Elkert.

They are to be congratulated and we are sure that their progress from now on will add to the wonderful reputation of our club.

At the present time we have a roster of forty members, all of whom hold a pilot's license, issued by the U.S. Department of Commerce, of one of the several grades. Thirty-one members have soloed up to this date. Ten of that number are ready for their fifty-hour test and two have already passed that test. This is an enviable record for a little more than a year of operation and is real evidence of the application of their spare time in the development of a hobby that may rightfully be called "The Sport of Kings!" It must be remembered that only spare time was used and no time was taken from their

regular duties to accomplish their purpose.

Our equipment is of the very latest and is up to date in every way and it has been kept in the very best condition. It is at all times ready for the regular inspection of the U.S. Department of Commerce which is very rigid and exacting.

We are planning to soon add our third ship to the lineup and you may be sure that it will also be of the latest type and in keeping with our present standards and that in the choice we are observing the Club motto, "Safe, Sane, Sure."

To our Bro. Ladiock goes the distinction of being the first member to experience a real genuine "forced landing" and he surely must have gotten a real thrill out of it but he came through it smiling. It seems that the motor stopped for some reason or other, perhaps water in the gas, but the instructor was along and a small field was handy so everything came out all right.

We must call attention of all the members to the new locker that Bro. Knudson has built for us over at Airtech. It is a "honey" and we understand that Bro. Knudson is to be rewarded with some "flying time" for his efforts.

This little column could hardly be complete without the mention of our first two members to receive their "Private" rating and a brief sketch of them, Gerald (Gerry) Hopkins was the first to take his fifty-hour test and he passed with colors flying and a good record. He soloed May 10, 1936, after five hours of dual instruction with our O.M. as his instructor. After thirty hours of flying in the "Cub" he was checked out in a Fairchild 24 and also a Lambert Monocoupe making three trial landings in each. This is proof of the type of instruction available in our club and that the training he received in the "Cub" was very valuable to his success. On April 4, 1937, he passed his fifty-hour test and here is his own record of the cost.

10 hrs., Primary and Advanced	
Instruction .....	\$ 30.00
40 hrs., Rental on the Cub .....	40.00
15 hrs., Rental on Porterfield .....	30.00
<b>Total .....</b>	<b>\$100.00</b>

This is a price that can hardly be equalled anywhere.

Our number two "private" is Al Griffith who was only a day or two behind "Gerry" Hopkins. He was born in the "Bear State" in 1907 and along in 1929 started working in his spare time around aircraft paint shops and the PBY-1's

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show us that he still "throws a mean paint gun." In March, 1933, he got an aerial photo job and thought it would be a good idea for him to get some inside dope on how an airplane works so his first time up was an instruction hop. After three hours and fifteen minutes he made his first solo hop and he is still going strong. Most of his training in the earlier part of his flying was paid for by an exchange of labor until along came our O.M. and the flying club was started. This was an opportunity for "Al" and he seen built up his time until he now has more than eighty hours in his "log book."

Since these two boys have their new license they have been very generous in taking members of the club and their immediate families for nice rides in both ships. Neither of them have flown alone since they have been awarded their "wings."

We have three new members to report this month, Mrs. Al. Griffith, wife of our president, Frank Buzzelli, and Elmer Lingard. They will be afforded the same opportunity that has meant so much to the rest of us.

Well this winds up the little ball of yarn for this month, so,

Happy Landings,

Carl W. Hunnaman, 1328.

### A Girl is Like

- A book—usually bound to please.
  - A train—often gets on the wrong track.
  - A magazine—lots of fiction beneath the cover.
  - A program—subject to change without notice.
  - An automobile—often runs people down.
  - A lamp—apt to flare up and get turned down.
  - A banjo—often picked on by her friends.
  - A thermometer—often of very high degree.
  - A cigar—inclined to be puffed up at times.
  - A stove—often needs a new lid.
  - A radio—(without a switch).
- BUT: the average man admits there is nothing like her.

James Harvey Roberts, 4402.

### Free Photo Service

Eddie Raymond of the Punch Press Dept. is now able to offer "FREE" film developing and printing service to anyone working at *Consolidated*. Ed says this unique offer is so he can get experience at his new pastime. John Alls, 1032.



Sam Jarvis, Hull Inspector, became the proud papa of a beautiful, but somewhat noisy, blue-eyed, six-pound, six-ounce daughter on April 19th at Scripps Memorial Hospital.

Both mother and daughter, Pemelia, are doing fine, but Sam still looks a little groggy.

All the boys extend congratulations and sincere wishes for a happy life to you all and want to add that they hope that this event is the start of a fine string of little Sammys and Bettys.

The *Consolidated Aircraft* Chapter of the Alpha Kappa Gamma Fraternity entertained with a dinner and "airplane hop" on Saturday, May 1, at the Windansea Hotel, La Jolla.

The 60 people present did justice to the delicious turkey dinner served and liquid refreshment was not neglected either.

Entertainment was furnished by Evelyn Jensen, Marie Hick and Jane Romera, under the capable guidance of their instructress, Miss "Jackie" St. Pierre of La Jolla.

Mr. Clyde Heninger played several well-received piano selections.

The general opinion is that a good time was had by all!

### A "Hot" Team

The Inspection Department Softball Team, led by Bernie Swartz, "U" of California Varsity Star, feel that they are tops among *Consolidated* Inter-Departmental Teams and are about ready to prove it to the world.

They have already given the Wood Shop a neat lacing to the tune of 13 to 2.

The lineup: Alls, 1st base; Collins, 2nd base; J. Swartz, 3rd base; Schellbeck, S.S.; Clardy, Field; McLord, Field; Blume, Field; Willis, Field; Hansbrough, Field; Churchill, Field; Jones, Catcher; Boone, Pitcher; B. Swartz, Pitcher-Manager.

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Paying Rent

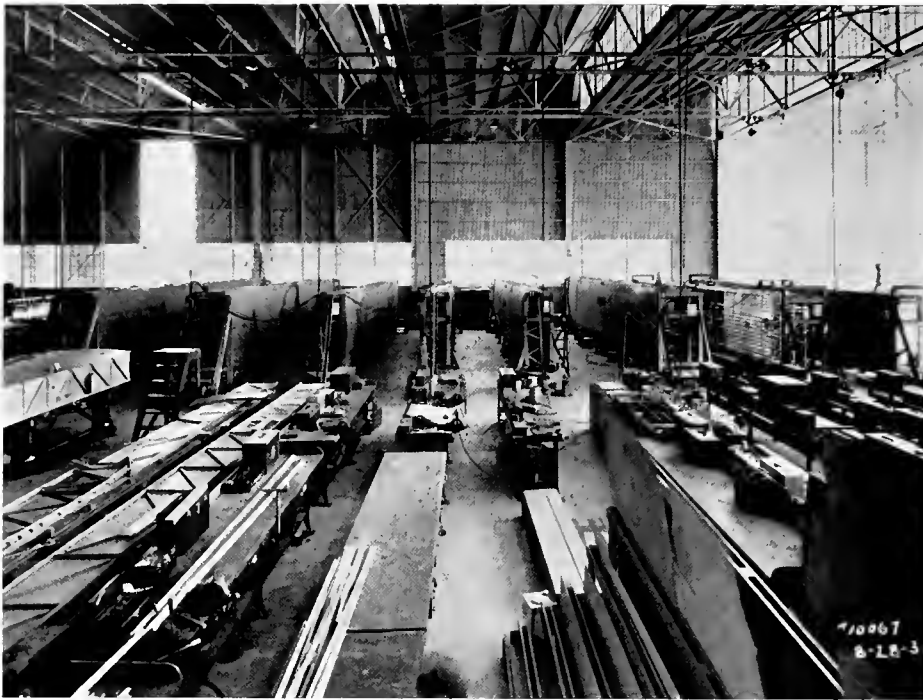
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CENTER SECTION PRODUCTION

**Why Not ?**

It has long been my contention,  
 And it seems no more than fair,  
 That there should be some means of motorized  
 propulsion,  
 For the man in the mono-rail chair.

Why not give the man an electric fan  
 To hold upon his knee.  
 Besides keeping him cool,  
 It would boost production any one can see.

The cost of the fan could be offset,  
 By a plan I'm sure is fair.  
 A two-bit Saturday afternoon excursion.  
 Seeing the plant from the air.

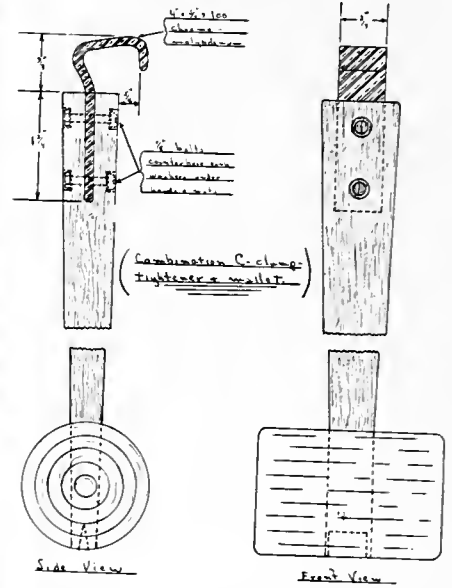
Al. Gee, 5286.

**"Quotes"**

"There's so much bad in the best of us,  
 And so much good in the worst of us,  
 That it hardly behooves any of us  
 To talk about the rest of us."

"A student asked the college president  
 if he could not take a shorter course than  
 that prescribed by the institution." "Oh  
 yes," was the reply, "but that depends on  
 what you want to make of yourself. When  
 God wants to make an oak, he takes 100  
 years, but when he wants to make a squash,  
 he takes 6 months."

**NEW TOOL**



Pictured on this page is a drawing of a very practical handy aid that I recently devised to help me in my work at the plant. I find it indispensable to me and am sure other employees in the plant would appreciate and also use it to their advantage. A mallet and C-clamps are tools that we use at all times. Heretofore to tighten the clamps I would hit one wing of the clamp with my mallet, backing up the other wing with a block or my hand, in which both my hand and the C-clamp take a beating. To simplify this I made up a hook that I fastened into the end of my mallet as described. I now just need to catch the hook on a wing of the clamp and wind up to any tension I desire. To loosen up, just reverse. I designed the hook in the end of the mallet so it does not interfere with the hand-grip in any way. The hook is also handy for other purposes such as giving "ST" angle a desired twist in the proper place, etc.

Slotting the end of the mallet handle harms it in no way and the combination certainly saves time, wear and tear on C-clamps.

Robert B. Crosby, 2752,  
 Drawbench Dept.

Judging by the large turn out of Consolidated employees, at the recent Pacific Southwest Glee Club tournament, at least a few of the boys are interested in classical music. The suggestion in the last issue of the Consolidator was very good for many of the fellows in the plant would be interested in a male chorus. After we have formed our chorus we may step further and form a dramatic club. Receipts from performances of this type would be very handy in getting together a "loan" fund for the employees in time of need.

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FRED HARGES of the Tools Department says of all hobbies, Coin Collecting is one of the most interesting and fascinating, although his collecting never reached the proportion of Ford's, DuPont's or Mellon's.

The Science of Numismatics, by the acquirement of coins, paper money, and medals, cultivates fraternal relations among collectors and students, also demonstrates the fact that Numismatics is an educational service pursuit.

Fred, while in Buffalo, sponsored a most interesting and unusual exhibit of coins of the world at the Science Museum which today contains some of the rarest specimens in New York State. He was curator of the Buffalo Numismatic Association, and also managed exhibits of the club members at the Common and High Schools.

Fred is a charter member of the newly organized club, San Diego Numismatic Society.

The Society does not deal in coins, but conducts auctions in which coins may be offered to bidders, less a small charge for the services which is retained by the club.

Members of the club may buy your coins, but their operations are not connected with the club in any way.

Banks and bankers are too busy to answer questions on coins. Members of the club are well informed, and can appraise most pieces and are pleased to evaluate same.

The San Diego Numismatic Society meets at 8 p.m., 12th of each month in the San Diego Consolidated Gas & Electric Company building. Employees of *Consolidated Aircraft Corporation* are welcome to these meetings.

COME—bring your collections.

We understand Fred Harger of the Tool Room has taken up snake charming. Freddie must have missed one lesson for he doesn't know what to do when the snake decides to do a little charming of its own.

John Alls, 1032.



Some folks run around with strange pets but we think that Joe Williamson's pet Pelican takes the cake, because, besides being able to take care of himself under any conditions, he is the life of the party.

Pete, as he is known, was picked up on the beach at La Jolla having had two machine gun bullets sent through him—one through his pouch and the other taking away part of his skull.

"Doc" Griffin, of *Consolidated Tool Department*, took him over and, with careful attention, brought him back to health.

Pete evidently enjoys his new surroundings because he has refused to leave and, despite the fact that his owner tried to lose him by taking him to points up and down the coast, he always manages to return.

His actions have become widely known and were reported in the Los Angeles Times and through Associated Press outlets.

Jewel City butchers are threatening to do bodily harm to old Pete if he doesn't stay away from their counters, looking hungrily at the trays of fish inside.

Kern: "How's your new girl friend?"

Clardy: "Not so good."

Kern: "Boy you always were lucky."

### Clouds

Little clouds up in the air  
How's it feel to be up there?  
We're way down here below, you know  
or do you?

O. A. McGrath, Engineering.

The above was dashed off in a hurry this noon during a severe attack of spring fever.

### Transfers

"Sailor" Smithies, Squirrel Cage Junction "Station Master" to maternity ward "Orderly."

Policeman: "Are you a college man?"

E. K. Clardy: "No. A horse stepped on my hat."

### Welcome, Boys!

"Casey" Houghton, who has been piloting number 42, "fast express" on the "*Consolidated*" railroad has been transferred to Rockwell duty in the Inspection Crib.

Bill Downe continues on his upward march and has been transferred from Material Control department to Harvey Mucks' gang of "Expeditors" who are doing a fine job a "rushing" parts to the eager "hands" in the "Ex" building.

Overheard in the Hull Department: "My wife didn't say a word when I got home at 3 a.m. last night. I was going to have those front teeth pulled anyway."

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## Nowhere a Fairer Price

SAY YOU SAW IT IN THE CONSOLIDATOR

# MOUNTAIN NEWS

A most interesting jaunt was taken below Yuha plain of the Imperial Valley into the Sierra De Juarez mountains of Mexico. April twenty-fourth and fifth—by six *Consolidated* "Desert Rats," "Sandy" Curtis, Carl Schellbach, Joe and Frank Williamson, Lee English and "Russ" Kern.

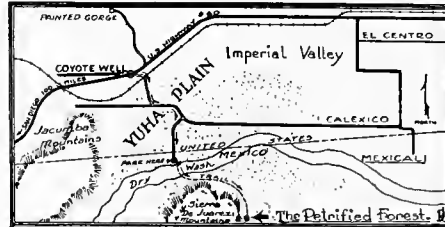
The boys spent the night on the desert just beyond the U. S. Boundary in Mexico, under a full moon with howling coyotes keeping them awake most of the night. After a hasty breakfast at 3:30 a. m. a search began for the petrified forest reported in this region.

Just as day was breaking, after a hike of about two and one-half miles, it was found, to the east of the Sierra De Juarez range, and about five hours was spent exploring and climbing about in the area.

Petrified wood was formed by trees falling into a primeval stream—perhaps millions of years ago—and which, upon drifting to an eddy, were there transformed into stone by the gradual replacement of

the wooded matter with Silica the principal constituent of rocks. Several fine specimens were "lugged" back thru the hot desert Sands to the United States.

The map herewith should enable anyone interested to locate this bit of nature's



phenomena. Precaution tho, should be taken against going into the desert without water and sunglasses. An early start is also essential as temperatures usually climb high by ten a. m. this time of year.

## "The Gas House Gang"

Their headquarters are down old Missouri Way; It's in St. Louis where they hold sway. They're the rowdiest bunch you've ever seen, With their colossal show starring Dizzy Dean.

"Ducky" and Mize are their big siege guns, They are the factory that manufactures runs. "Pepper" Martin, when he steals a base, Is like old Man O'War in a Louisville race.

You hear "Libby" Durocher over at short, Rebuking "hizzoner" with his sharp retorts. At rivals he hurls choice epithets and such, At fielding he sparkles and he hits in the clutch.

Frisch is the boss, the old Fordham Flash, Tho no longer like lightning, he still is fast. He snarls and he fumes when they drop a close tilt, 'Cause he's the fightinest guy, he plays to the hilt.

Yes, it's the Gas House Gang I'm telling about, A washbuckling bunch, there is no doubt. No team is too tough for this rollicking crew, When "Old Diz" or Paul are "foggin' 'em thru." Henry Milne, No. 3107.

All work and no hay makes for a thin horse. So let's fill up the *Consolidator* with news items, cartoons, etc.

## Hunting the Wily Pole Cat

(As told by a French-Canadian)

I'm hunt de bear, I'm hunt de rat,  
Sometimes I'm hunt de cat;  
Las week I'm tak ma ax an go  
To hunt de skunk pole cat.

Ma fren Bill says hees ver good fur,  
Same time good for eat,  
So I tell ma wife, "I get fur coat  
Same time get some meat."

I walk, one, two, three, four mile,  
I feel one awfu smell—  
I theenk that skunk hees gone and died  
And fur coat's gone to hal.

Bime-by I get up ver, ver close,  
I raise ma ax up high—  
Dat gaddum skunk he up and plunk  
Trow something in my eye.

Sacre, blue; I tink ahm blin—  
Gee Cri! Ah cannot see,  
Ah ran aroun and roun and roun  
Till bump in gaddum tree.

Bime-by I drop de ax  
An light out for de shack,  
I tink about a milyum skunk  
Hees climb upon ma back.

Ma wife she met me at de door,  
She sick on me de dog,  
She say, "You no sleep here tonight,  
Go out and sleep wit hog."

I try to get in hog pen,  
Gee Cri, now what you tink,  
Dat gaddum hog no stan for dat  
On account of awful stink.

So I no hunt de skunk no more  
To get hees fur and meat;  
For if hees breath he smell so bad,  
Gee Cri! what if he speet.

Are the women of San Diego such Amazons that one of our popular young sheiks has to wear a boxer's helmet when he takes his girl out. Hello, Art Buckeno!

What is the big bad secret of Bud Mathewson's sore eye? He refuses to alibi but Kenny Bruny says different. Come, come, Bud!

I see the "love bug" has finally gotten "Goldie Locks" Peterson of Bench Department. She's really nice, though!

No. 4625.

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**PER WEEK \$1.69**

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NO MONEY DOWN

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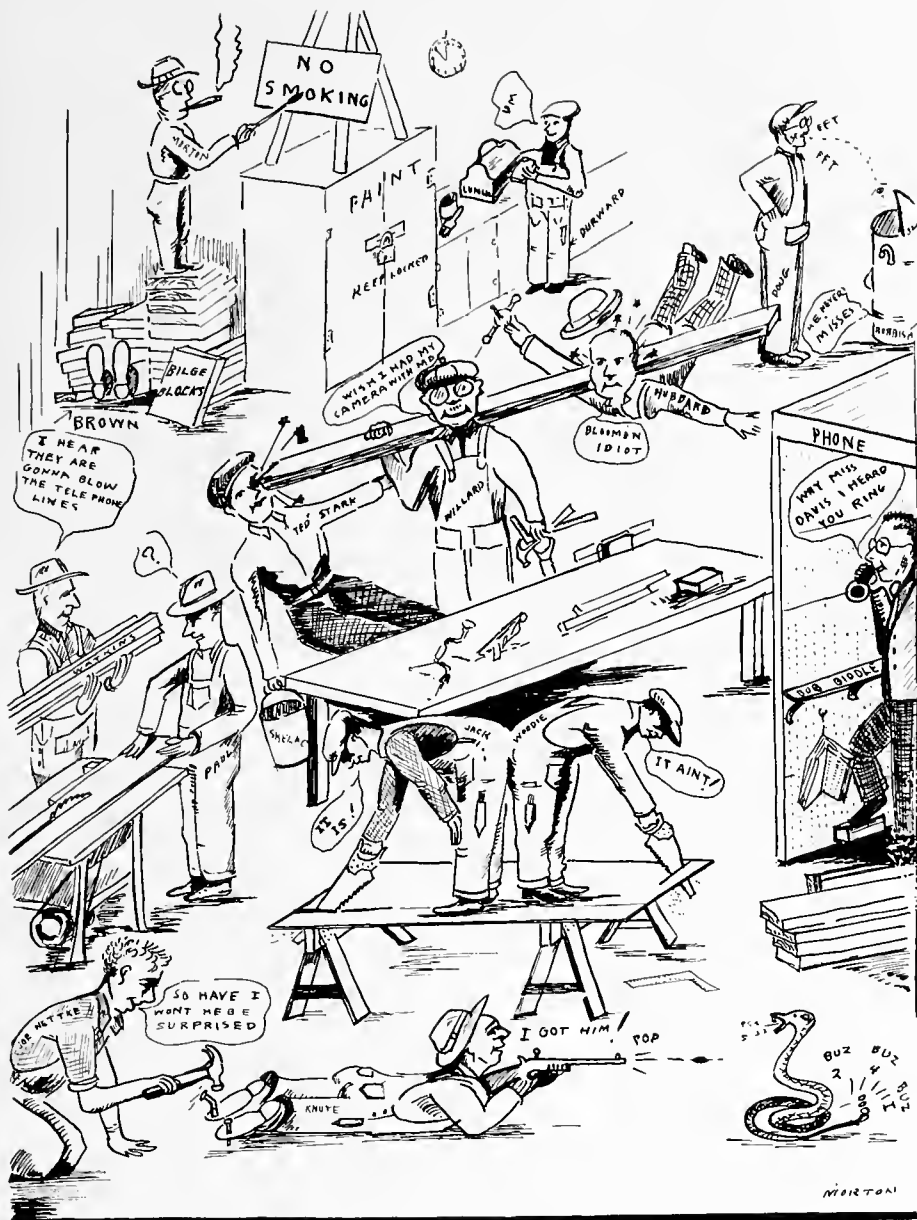
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This month's good sport—Steve Powell—for this ambitious young man can take a good joke(?) directed at him. Now to look and see what Mickey has stolen from my column this month.

E. R. MacParlin of the Hull Department has been seen buying a diamond ring. It is also known that the date is set. A June wedding. Good luck, Mac!

Thos. H. Govina, 4500.

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CONSOLIDATOR'S

ALLEN SMITHIES (Planning)  
"The long of it"

O. W. RICKERSON (Hull)  
"The short of it"

We wonder who the nurse was we saw  
Larry Gehling with the other night. Come  
on, Larry, 'fess up. Williams, 1706.

Barney "Bomb-rack" Barnett is driving his own car to work now. He must have had that "Fair-weather" car of his smothered in moth balls during the rainy season.

Tom Johnson, who played with the undefeated State College Frosh basketball team, is now a member of the Hull Department.

With more and more amateur fighters popping up all the time we wonder why the Welfare Department is not working on a smoker. (Attention, Gilchrist.)

If the police officers would get here a little before four o'clock in the evening most of our traffic jams would be solved. (This is for the south end of the plant.)

"Hank" Ondler was seen strutting around the Cafe of the World at a certain "Frat" dance. You had better take care of your batting eyes Hank. Too many "curves" won't do them much good.

What a funny bird the frog are!  
When he jump he fly—almost.  
When he sit he lie—almost.  
How could it were?

—McDowell.

## Tail-Spins

The height of embarrassment is two eyes meeting through a keyhole.

One touch of scandal makes the whole world chin.

A girl's best asset is a man's imagination.

In a battle of tongues, a woman can never hold her own.

Liquor and married life are alike, after four years it's old stuff.

It's unlucky to have a black cat cross your path, but only if you are a mouse.

George Washington was first in war, first in peace and first in the hearts of his countrymen, but he married a widow.

A girl would rather have a man say he loved her when he didn't than to have him love her and not say so.

The wisest man is foolish about women, but the most foolish woman is wise about men.

A person who steals cough drops is a "hoarse-thief."

A pedestrian is a man who has two grown sons and one automobile.

Excess is the essential characteristic of vice; in all truth beauty and goodness, there is proportion, moderation and restraint.

Man is the only animal which can be skinned more than once—and verily he is akin to a cat which hath nine lives.

The automobile approached the *Coroner* at sixty miles per hour.

James Harvey Roberts, 4402.

Mr. Bugna, from said country, is spending a great amount of his leisure time at the Latin American cottage at the House of Pacific Relations in Balboa Park. A more beautiful spot would be very hard to find to spend one's leisure time.

Rueben Bird, former State College football luminary, is now a member of the Wing Department. Welcome.

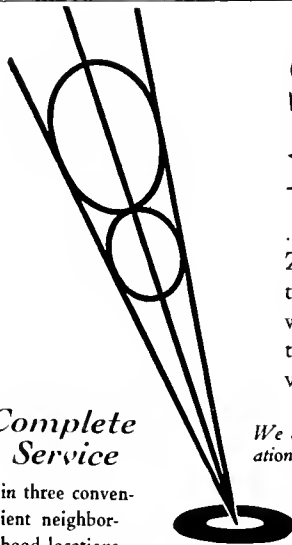
'Tis rumored that Herb Ezart, that genial impresario of the Wing Department, is quite a dancer. I wonder if he would mind teaching Eddie Brendza a few steps.

Does anyone know if Jim Kelly has "broke" 100 in his golf game as yet?

"Hairy" Goatz has bought his wife a new Plymouth coupe. If anybody knows where he may get a ten-foot pole, so that he may touch it, he will be very thankful.

"How come that stenographer friend of yours is laid up?"

"Her boss is bow-legged and she fell thru his lap."



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Rand. 5624



By Bob Huggins

THE rapidly diminishing bachelor ranks of the Production Department suffered another serious loss recently when Willard Luppke turned benedict. Miss Marie McKenna, talented musician, is receiving condolences.

Since the happy day, Willard has been busy dishing out advice to young hopefuls. Jake Deitzer, incidentally, has been the most interested listener-inner. The very attractive Miss Virginia Marlowe is the reason. No date is set as yet according to the bashful groom-to-be.

There must be some truth in that time-aged adage about spring and a young man's fancy and love and all that sort of thing.

Tommy Joubert of material stockroom fame has been noticed making numerous journeys to the office material record files. Several interested parties are beginning to wonder if there is any coincidence in the fact that he always enters and leaves the door nearest Miss Lillian Griebner's desk.

Willard: The minister said this marriage would cost me exactly ten dollars.  
Marie (under her breath): "Ha, ha!"

The spares group of the Production Department is working with a new boss these days. Carl Golem has been moved over to fill the place that was previously so capably handled by Bob Mussen. Bob is now lending his able assistance to Bill Renison. George McAllister has moved into Carl's old spot and Al Smithies, formerly of the Inspection Crib, is in the job George vacated.

If you make light of a girl's clothes, she'll burn up.

When some husbands go home to their wives half-shot, the wives usually feel like finishing the job.

The old-fashioned girl who darned her hubby's socks now has a daughter who socks her darned hubby.

Any nagging wife will tell you that if you give a man enough rope you will have the house thick with smoke.

Give a bathing beauty enough rope and she may go in bathing.

Some girls think that they are having

a circus when actually they're making a show of themselves.

When learning to ride a horse, the first thing to grasp is the saddle.

There's always one flat tire at a blow-out.

Bender, Hartmayer and McCleary entered a bar for a round of drinks. Bender stood a round, Hartmayer stood a round and McCleary stood around.

Softball is the current topic of conversation among the sports-minded in the Production Department. A very formidable team is in prospect according to Capt. Willard Luppke.

We, my family and I, offer our sincere gratitude to the boys of the bulkheads for the fine fellowship they displayed so graciously.

Mrs. Wilcox has returned from the hospital and is enjoying her rapidly improving health.

Thank you very kindly boys.

Bob Wilcox,  
No. 5285 Hull Dept.

Ed Mooring, No. 8087, wishes to thank all those who so kindly inquired as to his wife's recovery.  
No. 8008.

### Rodriguez Wins Bout

The fight at the San Diego Club, scheduled for the second week in April between Al Rodriguez, of the metal bench department and Miles, of Kansas City, came off with flying colors for Al and his manager, Bernard Ruby.

The boys were supported by a big crowd at the club. In the first round, Al received a bad cut over the left eye. Rudy advised against going in the next round but Al protested saying he was as good as ever. He proved himself in the second round when he floored Miles with a vicious cut to the chin. Miles went down for the count of nine but came up gamely and stayed the rest of the round.

In the third Al again put the out-of-town boy on the canvas for a count of four. Both boys put up a good fight and in spite of the cut over his eye, Rodriguez was awarded the decision.

V. E. Clapsaddle, Jr., 3000.

Maid: "I can give a better kiss than you can."

Surprised Mistress: "What? Has my husband . . ."

Maid: "Oh, no, ma'am—the chauffeur told me."

## Do you want a Home of your own?

We give you the necessary assistance to secure your Financing, furnish best quality Building Material and recommend a Reliable Contractor. . . . .

## Do you want to Remodel or Repair your Home?

We have a plan similar to Title 1 for Financing, Remodeling and Repairing. The total cost is \$5.00 per \$100 per year.

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Everything for Building

MAIN STORE: 14th and K STS.  
TELEPHONE: MAIN 7191

BRANCH: 4128 UNIVERSITY  
TELEPHONE: RANDOLPH 1188

## Flying "The Lindbergh Line"

(Continued from page 17)

conditions in the sub-stratosphere, may attract one's interest. This ship has spent more time above 30,000 feet than any other airplane in the world. Future passenger transport schedules will probably operate in the eternal "perfect" weather of the higher regions and TWA is well known for its interest in advancing the art of commercial aviation.

At Kansas City, TWA's flights branch off and continue eastward by way of St. Louis, Chicago, Indianapolis or Columbus. Any of these flights continue to hold much for the air traveler in the way of scenery, comfort, speed and all-around enjoyable journeys.

As one travels farther eastward he will notice the increasing density of population and activity. The Mississippi, the many cities and towns which dot the route, the beautifully colored and wooded hills of the east and an air view of New York's famous skyline are well worth craning one's neck and keeping an "eagle-eye," for the perspective and full view obtained from the air in a TWA Skyliner far surpasses that ever possible from the ground.

Flying from west to east, TWA needs only 15½ hours to transport a passenger from coast to coast. However, in the opposite direction, approximately two hours more is necessary because of prevailing winds which tend to make air travel in that direction slightly slower.

In any event, the beauty, comfort and convenience of a trip by TWA so far ex-



The Grand Canyon, unquestionably the most wonderful of this earth's scenic spectacles, may best be seen from a TWA Skyliner. TWA is the only major airline whose route lies over this colorful gorge of the Colorado river.

ceeds the wildest dreams of the "moderns" of the past century that it seems nothing short of a miracle. Yet it is a man-made achievement available to all as the most modern means of getting from one place to another and, surprisingly enough, the cost is approximately equal to that of first-class train fare plus pullman, not to mention the saving in time, meals, tips and inconvenience.

The added features of the tremendous scope of "sightseeing" available on the TWA route makes this form of travel extremely gratifying to the wants of the

modern traveler as well as to the modern business man whose work carries him to all parts of the country.

---

Ronnie Le Mon is right on the edge of his bench lately. He received a certain letter from a certain person and she will be out here soon. (Oh well, I guess we all will sometime or other.)

---

First Scout: "Why do ships use knots instead of miles?"

Second Scout: "I suppose they want to keep the ocean tide."

**TWO MORE REASONS** *why you'll like to shop at*

**Whitney's**  
DEPARTMENT STORE  
Fifth • Broadway • Sixth

### BUDGET TERMS

on Whitney's Zerozone Electrical Refrigerators, priced at Whitney savings. \$5 secures delivery. Balance as low as \$4 a month.

### TOOLS FOR EVERY PURPOSE

Carpenters'...machinists'...Power Tools... at Whitney's Customary Lower Prices for Standard Quality

FREE PARKING at Crystal Palace Garage or FREE DELIVERY with a \$1.00 purchase

**53 Departments • Over 100,000 Items in stock Daily!**

SAY YOU SAW IT IN THE CONSOLIDATOR



TWA's system maintenance base at Kansas City, considered by many as the most modern base of its kind in the world.

"Abe," said Mrs. Cohen, "I was looking at the nicest bedroom suite today and would you believe it, it only costs one hundred and ninety-five dollars!"

"Vat!" exclaimed Mr. Cohen, "a hundred and ninety-five dollars for a bedroom suit? Don't buy it! I can wear my old pajamas."

A man approached a stranger in the street and smirkingly said to him—"If a train averaging 50 miles an hour starts from New York and meets a train from Chicago going 60 miles an hour, how old am I?" The stranger looked the joker over a minute and said, "Why you are thirty-eight." "That's right" said the joker in reply, "but how did you know?" "Easy," said the stranger. "My cousin is half crazy and he is nineteen."

"Nothing is either good or bad, but thinking makes it so."

On parent's knee, a naked newborn child,  
Thou hast wept while all around thee  
smiled!

So live, that when thou nearest thy last  
long sleep,  
Thou shall smile, while all around thee  
weep!

*Selab!*

No. 3084.

**Itch the Truth**

J. R. Robinson of the Tool Room says it wasn't the Hopi Indian Dance he was doing the other day. He just made a mistake and used Boraxo in his shoes instead of foot powder. John Alls, 1032.

• QUALITY MEATS AT PLEASING PRICES •

*Roy's*

TWELFTH AVE. at E  
TELEPHONE, Main 1662

*Thrifty Meats*

949 TWELFTH AVE.  
TELEPHONE, Main 2488

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Your credit is good at  
Jimmie's Service Station  
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**U. S. Tires and Batteries**

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**Polishing**

**\$4.95 Per WEEK**  
*Pays for the new*

**Willlys**  
The Quality Car

- ✓ Synchronesh Transmission
- ✓ Bendix Over-Sized Brakes
- ✓ Timken Bearings Throughout
- ✓ --Features found elsewhere only in high-priced cars

*Half the gas*

*twice the Smartness*

**DAVIES MOTORS, INC.**  
1437-57 Broadway

Mickey Burleigh is so dumb that he thinks they should have midget waiters in restaurants in order to make the sandwiches look bigger. (Thanks, Jean.)

## Tales From the Tails

By Fred K. Westphal

ALL the groans you may or may not hear of late are coming from the Argentine Tails Department.

The trouble seems to be over our Little Long John Petit, who is returning to the Territory of Washington, May 28. To sort of soothe the gang's coming loss, we, the Argentine Tails, are to sling a well-known binge, in the form of a Beach Party.

All members of our department are invited to attend it Saturday night, May 22.

This writer is not going sentimental but in one year's acquaintance with Little John, I found him to be "tops". In other words, you are all right, Johnnie, and when you return I hope I will have the pleasure of working with you again.

And so here's to you, Little John, as square shooting a guy as ever graced the Portals of Consolair.

I salute the fellows of the Argentine Tails:

Little John, for his honesty, wit and ability to give and take a good joke.

Tommy "Weasel Puss" Govina for his cherubic countenance and sunny disposition (with exception of when he is mad at me).

Ed "Slim" Bebbington's indignation and "slow burn" when you doubt one of his tall tales.

Louis Lewis' innocence of the art of kissing.

Joe "Slugger" Sylvester for his adeptness to play taps with a rivet gun.

Harold Gio for his rotten jokes.

Frank Bogan for his ability to mount a horse.

Clyde Compton for his uncanny way of borrowing my right angle drill.

My disgusting attempt to compose this bit of banter.

## Au Revoir, Frank

Oh, how we'll miss your stories,  
Your wise cracks and your poems,  
But most of all that we will miss  
Are those sharp pokes in our bones.

In the moonlight by the sea,  
In the city to the north  
Always think of all of us  
For all that you are worth.

When you hoist your glass, Frank,  
To gurgle or to sip,  
Always please remember  
That we, too, enjoy a nip.


So please drop in to see us  
When travel brings you near.  
We're sad to have to say this,  
But bring your own liquor.  
Rymed by T. Tillingham Tutt,  
and the Squirrel Cage Inmates.

1st Camper, Kern: "You woke me out of a sound sleep."

2nd Camper, Curtis: "I had to, the sound was too loud."



Give your car the benefit of America's favorite airliner oil... At your independent dealer.




More than 100 consecutive. 4% or more, dividends paid— Since 1885 ★

Headquarters for liberal and economical LOANS to buy, build and refinance a home.

**STROBEL'S BAVARIA**  
WILLI STROBEL  
Proprietor

*This never-to-be-forgotten feature of the Exposition*

**3911 PACIFIC BOULEVARD**  
Dine and Dance



**Louis M. Winn Optical Co.**

506 Bank of America Building  
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Eyes Examined  
Glasses Fitted  
Broken Glasses Repaired

Prices Moderate—Weekly Payments Arranged

"Try Us and See"

You are urged to patronize the following merchants whose advertisement in this issue of the Consolidator make its publication possible:

Aase Bros	18
Arden Dairy	7-11
Baranov	Rear Cover
Benbough Funeral Parlors	17
Bonhom Bros	4
Brown Motor Co.	15
Campbell Chevrolet	3rd Cover
Chula Vista Airport	3
City Chevrolet	5
Davidson Furniture	4
Davies Motor Co.	23
Exclusive Florists	8
Firestone Tire & Rubber Co.	18
Fuller, W. P. and Co.	16
Goodrich Silvertown Stores	11
Goodyear Service Stores	7
Honcock Products	23
Honna, Mark	19
Hendry, C. J.	3
Huneck's	8
I. C. S.	2nd Cover
Jenny Wren	5
Johnson-Soum	14
Lindbergh Cafe	2nd Cover
Mission Cleaners	7
Morgon's	11
Motor Hardware Co.	6
Mountain Meadow Creamery	14
Neuner Bros.	20
Parrish, A. E.	11
Pennzoil	24
Peterson Lumber Co.	15
Pitts the Trunk Man	9
Piggly Wiggly	19
Quollitee Dairy	10
Roy's Market	23
Sofeway Stores	2nd Cover
Solmons & Wolcott	3rd Cover
S. D. Auto Elect.	6
S. D. Federal Loan	24
S. D. Motor Co.	19
Seors Roebuck Co.	3rd Cover
Severin-Strown	6
Speer Flying Service	5
Stondard Furniture Co.	3
Strobel's Bavaria	24
Sunshine Alleys	9
United Airlines	9
Walker's	2nd Cover
Ward's Typewriter Service	4
Westgate Seo Foods	10
Whiting-Meod	21
Whitney's	22
Wines Coffee Co.	8
Winn Optical Co.	24

# *Sears* WORK CLOTHES *Last Longer*

- NATIONALS—Union made, full cut, heavy denims and cotton twills, Sanforized ..... 2.49
- SHOP APRONS—White drill ..... 79c
- SHOP APRONS—Blue denim ..... 69c
- SHOP APRONS—Teamsters, with split leg and triple pockets. .... 89c
- CARPENTER OVERALLS—Heavy canvas swing nail pocket apron, triple stitched seams, union made, double knee 1.69
- HERCULES OVERALLS—Bibs, union made, 8-oz. denim, heavy drill pockets, high back ..... 1.49

**SEARS, ROEBUCK AND CO.**

6th Avenue and C Street ■ Phone Franklin, 6571

Work Clothes Dep't  
Conveniently Located  
on Ground Floor

**never**

was sound, dependable insurance  
more necessary than it is today...



**SALMONS & WOLCOTT CO.**  
INSURANCE COUNSELORS

Telephone Franklin 5141  
San Diego Trust & Savings Bldg.  
SAN DIEGO, CALIFORNIA

We cordially invite you to visit our new salesroom  
and our new modernized plant

ASK FOR KEN MALTBIE OR FRANK MUNSON

WE THANK YOU FOR PAST PATRONAGE

1600  
Broadway



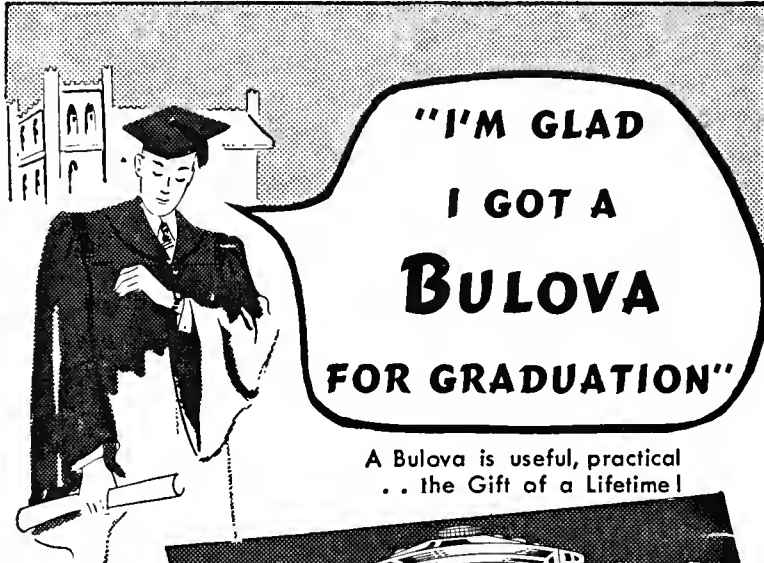
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**NO** DOWN PAYMENT  
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I GOT A  
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FOR GRADUATION"

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15 Jewels  
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17 Jewels  
2 Diamonds  
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**MARTHA WASHINGTON**

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RING SETS**

A beautiful new design shown  
exclusively by Baranov's  
in San Diego



Engagement Ring &  
Wedding Ring . . . 69.50



6-Diamond "Sylvia"  
Ring Ensemble . . . 98.50

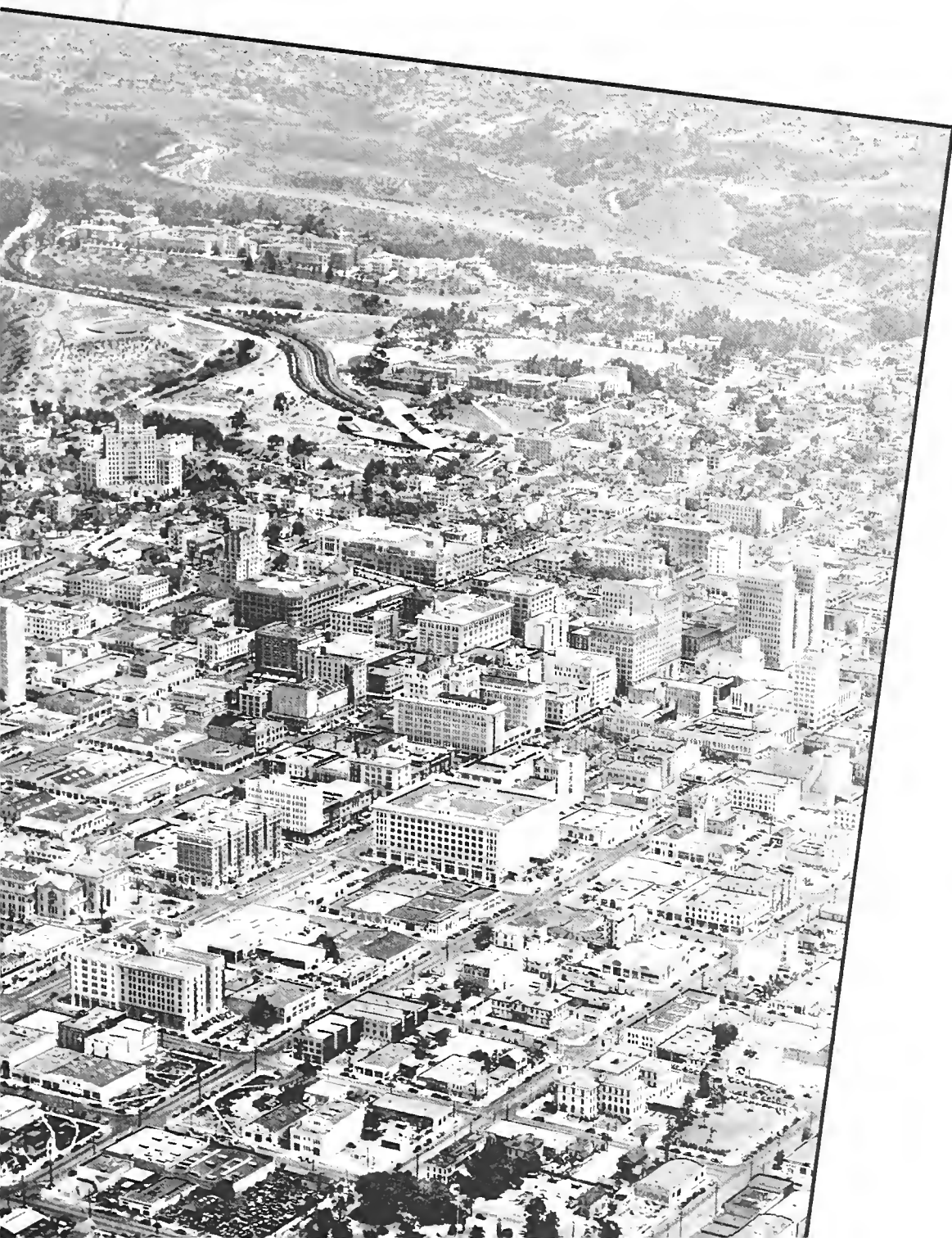


14-Diamond "Sylvia"  
Ring Ensemble . . . \$175

**BARANOV'S**  
Fifth Avenue  at Broadway



# CONSOLIDATOR



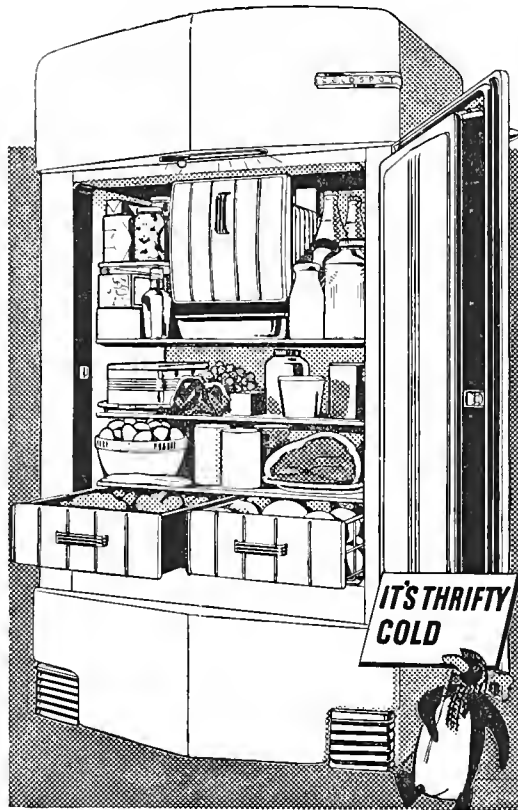
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# Super-Six Coldspot "4-Star"

America's Outstanding Refrigerator Value

- PRICES START AT \$109.50
- DELIVERED TO YOUR DOOR \$5 DOWN

So far superior in every respect—beauty, utility, design and convenience—that we've chosen it as a "4-Star" feature! (Economy of operation, too—Coldspot's exclusive Current-Cutter Rotorite unit keeps foods perfectly at any temperature.) And power beyond your needs!—freezes 105 cubes (over 7½ lbs. of ice) in jig time! Features that every woman wants: . . . 6.22 cu. ft. capacity . . . 12.30 sq. ft. of shelf area . . . Touch-a-Bar door opener . . . new speedex ice tray . . . famous Foodex . . . dry zero insulation . . . automatic panel light . . . 10-point cold control . . . semi-automatic defrosting . . . Glistening snow-white dulux exterior. Gleaming porcelain interior. See this amazing "4-Star" Coldspot without delay!

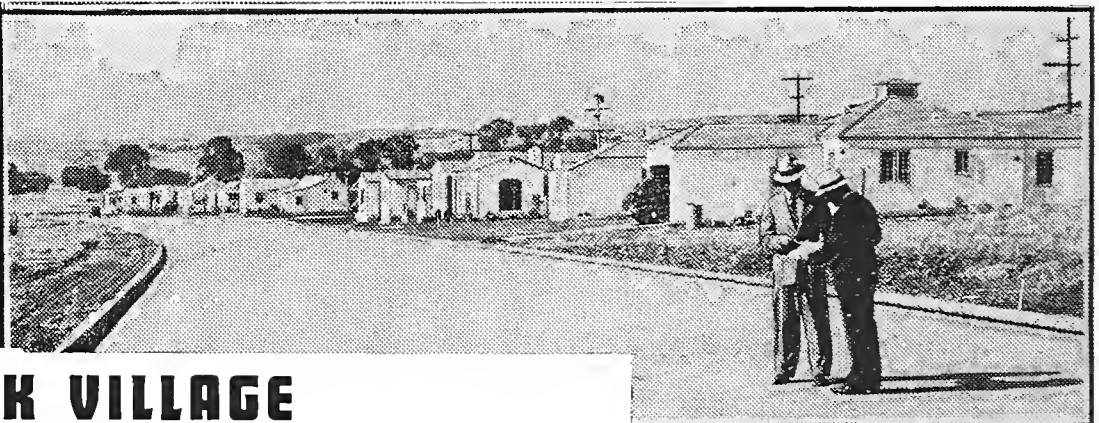


MODEL ILLUSTRATED \$149.50

## SEARS, ROEBUCK AND CO.

6th Avenue and C Street ■ Phone, Franklin 6571

Learn how easily  
**YOU**  
can own a home  
like these  
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## BAY PARK VILLAGE

Investigate the "BAY PARK VILLAGE PLAN OF HOME OWNERSHIP"

See this new home development, where you can own a real home for rent money. 40 attractive homes now built.

### COMPARE THESE ADVANTAGES

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- *Sensible Restrictions*
- *Wide, Oversized Lots*
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- *All Improvements Paid*
- *All New Homes*
- *Street Improvements In*
- *Close-in Location*

IF YOU CAN PAY RENT, YOU CAN OWN YOUR HOME IN

## BAY PARK VILLAGE

"A Peterson Realty Development" Only 5 minutes north of Consolidated on Pacific Highway

# CONSOLIDATOR

Volume 2

June, 1937

Number 6

## Synopsis of the Provisions of the Vinson Act and Treasury Department Decisions Which Relate to Contracts Completed in an Income-Taxable Year Commencing After January 1, 1936

### *Date of Act*

March 27, 1934, amended June 25, 1936.

### *Contracts Subject to Act*

Every contract or subcontract for the manufacture of a complete airplane or portion thereof for the United States Navy which involves a total consideration of more than \$10,000 is subject to the provisions of the Vinson Act.

### *Profit Limitations*

The net profit of a contractor as determined under the provisions of the Act is limited to 10% of the aggregate contract price of all Vinson Act contracts completed during each income-taxable year. Bonuses received or penalties suffered in connection with the performance of these contracts are to be treated as adjustments of the aggregate contract price.

### *Cost of Performance*

The cost of performance as defined by the Act includes direct labor, tool labor, engineering labor, direct material, direct expenses applicable to the contract, factory overhead expenses, indirect (tool) material, engineering overhead expenses, and general and administrative expenses. Costs incurred in connection with the design and development of experimental prototypes and a reasonable portion of the general experimental expenses can be ratably allocated to the cost of performing production contracts.

Upon completion of a Vinson Act contract, an allowance will be made for amortization of the cost of special equipment acquired for use in performing the contract provided the contractor can show that this equipment will not be required to perform other contracts or work. In determining the amount of this allowance, consideration will be given to

representations of the contractor in regard to the probable future service value of the equipment.

### *Expenses Specifically Excluded*

The following expenses are specifically excluded from the cost of performance by the regulations:

1. Selling expenses (salesmen's salaries, commissions, sales office expenses, advertising, and other marketing expenses).
2. Entertainment expenses.
3. Traveling expenses incurred in connection with the sale of commercial aircraft.
4. Dues and membership fees paid to other than regular trade associations.
5. Donations.
6. Extraordinary expenses due to strikes and lockouts.
7. Gratuitous service.
8. Losses from sale or exchange of capital assets.
9. Fines and penalties for non-performance of contract guarantees (these are to be treated as adjustments of the original contract price).
10. Losses on Vinson Act contracts which were completed prior to one year from the commencement of the current income-taxable year (losses on contracts completed during the preceding taxable year are deductible from profits earned on contracts completed during the current income-taxable year).
11. Idle plant expenses including depreciation.
12. Provision for contingencies, repairs, compensation insurance, and guarantee work which is in excess of actual expenditures therefor.
13. Federal and state taxes on income and undistributed profits (this does not

include California franchise taxes).

14. Interest.
15. Bond discount and financing expenses.
16. Premiums paid on insurance policies covering the lives of officers.
17. Legal and accounting fees incurred in connection with corporate reorganizations, capital stock issues, prosecution of claims against the United States, and prosecutions of income tax matters against the United States.
18. Taxes and expenses on issues and transfers of capital stock.

(Continued on page 2)

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Due to an extended business trip back east and illness, Major Fleet has been unable to contribute his column to the *Consolidator* this month.

We all hope that he will be with us soon again, and that his very welcome column will appear in the July issue of the *Consolidator*.

### Softball Team Entertains

A very pleasant evening was enjoyed by many *Consolidators* and their friends on May twenty-ninth at the *Consolidated Aircraft* Softball Team's dance in the American Legion Hall, Balboa Park.

Val Dage and his orchestra furnished delightful dance music and many interesting specialty numbers that pleased the guests. Miss Trudy Kemp and Dick Norris contributed several fine vocal numbers.

The committee, composed of Don Frye, Ed McCleary, Dick Emrich and Wilson Seacord, worked out all arrangements and turned in a grand job.

The proceeds will cover the cost of uniforms and equipment and the boys send their hearty thanks to all present. The team is doubly elated because they also announce that they have secured the services of Coach Ed. Ruffa, of San Diego High School, whose team just landed the Southern California Interscholastic Championship.

Say, Al Ballard, who was the movie actress I saw you with at Coronado on Memorial Day. Pitching right in there, eh, fellow?

Larry Gehling, 1704.

## Struts and Putts

By Ted Laven

STEVE "PERPETUAL MOTION" POWELL was seen in a local haberdashery buying a new summer suit. At least he was seen modeling for a new suit which his charming wife was trying on him. When are you going to let us see it, Steve, so that we may get some idea what the better dressed men are wearing this summer?

If "Army" Armstrong places another bet on War Admiral he will have enough "stock" in the horse to have controlling interest.

Some of the boys who visit the Nite Clubs should carry an aerometer with them. (This instrument is used to measure the specific gravity of liquids.)

Herb Ezart, the genial, ambidextrous foreman of the Wing Department, was seen wearing a plaid vest. (Maybe he has indigestion and is trying to keep a check on his stomach.)

The latest reports have it that Jim Kelly broke 100 in his golf game. Congrats Jim.

"Hairy" Goatz resented the article that was published about him in the last issue of the *Consolidator*. He says, "my wife always lets me get close enough to the car to polish it once a week."

Well, the news is out. Eddie Brendza went to Mr. Ezart and he, Mr. Ezart, finally consented to teach him the art of dancing. Good luck to you, Eddie, in your new endeavor.

Don Owen, ex-*Consolidator* who is now attending State College, won the light heavy boxing championship at said institution. Congratulations.

The following is a true story about a phone call which was made to the local WPA office recently:

First Voice: Hullo.

Second Voice: Is this the Works Progress Administration?

First Voice: Huh?

Second Voice: Is this the Works Progress Administration?

First Voice: Naw. This is the WPA.

An 8 lb., 7 oz. boy was born to Mr. and Mrs. Warren Newton (No. 1290) at 7:15 a. m., May 12, at Mercy Hospital. Congratulations Papa and Mamma and long life Baby Newton!

Larry Gehling, 1704, is reported to be eating off the mantel-piece these days, due to the fact that horses can make one feel uncomfortable.

## Synopsis of Vinson Act

(Continued from page 1)

19. Losses on investments.
20. Uncollectible accounts.
21. Expense of collection and exchange.
22. Indirect factory expenses and administrative expenses which are not incident to or necessary for the performance of the contract.
23. Cost of self-insurance less actual losses suffered during the period in which the contract was being performed.
24. Interest on invested capital.
25. Excess profits repayable to the United States Government pursuant to the provisions of the Vinson Act.
26. Excessive or unreasonable payments whether in cash, stock or other property ostensibly for salaries, bonuses, and other compensation.

### Interest, Discounts, and Royalties Earned

Interest earned, income from royalties, and cash discounts received up to one per cent of the amount of the purchase are not to be credited to the cost of performing the contract. However, all cash discounts or subcontracts subject to the Vinson Act are to be credited to the cost of performing the contract.

### Date of Completion

The date of delivery of the aircraft or portion thereof shall be considered the date of completion unless the contract specifically provides otherwise. Present Navy Department contracts contain the following clause: "For the purpose of the Vinson Act, the contract shall be considered complete upon final payment."

### Reports

Upon completion of a Vinson Act contract, a report must be filed with the Secretary of the Navy showing the total contract price, cost of performing the contract, and percentage of profit earned on the contract. A copy of this report must accompany the annual report which is to be filed with the Collector of Internal Revenue within 75 days after the close of each income-taxable year showing the computation of the aggregate net profit earned on all Vinson Act contracts completed during each income-taxable year commencing after January 1, 1936. The profit on these contracts is to be determined in accordance with the instructions outlined in the foregoing.

"My last sun is sinking fast,

My race is nearly run.

My hardest trials now are past,

My triumph is begun.

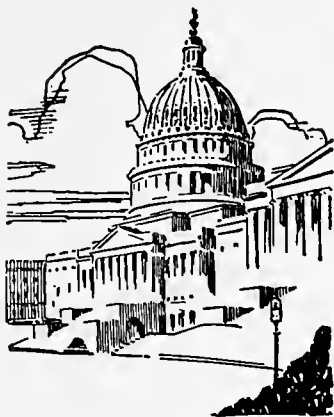
Oh come angel band,

Come and around me stand.

Oh, bear me away on your snowy-white wings,  
To my Eternal Home."

Bill Gilchrist, 808.

# News From the Capital



Washington, D. C.

**Y**OUR correspondent has recently been swamped completely by requests for inclusion in the *Consolidator* mailing list. At first Ye-Remote-Control-Ed was gratified because he thought these pleas for the Mag.,—every month on the fifteenth—were prompted by the snappy paragraphs supplied by the Washington Correspondent. Now, alas! the truth dawns. It is in spite of—not because of—these Washington meanderings. Because of interesting news regarding *Consolidated's* personnel—their doings, their interests. Because of absorbing articles regarding *Consolidated's* products—their achievements—their utility. And last but not least, because of the articles about the West Coast, particularly the San Diego area, (Heaven on Earth?) and the interest in aviation articles of general import. Hence we have withdrawn into our shell, and as it is far past the first of February (getting hot too) we can't do the ground-hog act. We are covered with confusion.

Our boss (Mrs. Ed.) came back here the other day to see if she couldn't get things moving fast enough to bring us back to California in time to pay the June bills, but even her delicate touch hasn't been sufficient to produce these cherished results. We are sending her back solo this week. However we have a couple of budding correspondents back here, either one of whom could well carry on the work after we leave. One of them sent in a good one for last issue (we think) about the Bolling Field flood. This issue she is going to cover the traffic situation in comprehensive style. The other one has a unique angle on Congressional activities, gathered first-hand, true to life, accurate and praiseworthy. This article we haven't been able to get

for this issue, but are hoping that the next will carry it. Watch for this *Consolidator* scoop, folks, it will be worth while.

Just returned from the week-end at Charlottesville, Va., the home of Thomas Jefferson, who, among a lot of other fine contributions to mankind, founded the University of Virginia. He also learned to build a durable wall, one brick thick, by laying it in serpentine fashion. Thus the curves absorb the side-thrust. We believe Thomas would have made a good airplane engineer. Also we took a trip over the new "Skyline" Boulevard which someday will stretch the length of the Appalachian mountain chain. At present, only eighty miles long, at an average elevation of 3500 to 4000 feet, it traverses along the Blue Ridge from Front Royal to Swift Run Gap. The finest mountain road and mountain scenery East of San Diego County. Lots of visitors from *Consolidated* last week: Roy Miller and charming wife; also Messrs. Laddon, Van Dusen and Madison. But now they have all gone home. The weather is warming up hereabouts. No maybe about that either.

Ed.

"Honey Chile" Stierer, former Inspection Clerk, who is home convalescing from the results of an operation, writes to inform the boys he is getting around again and should arrive back in California by cider time.

He writes in part, "The docs took a muscle out of my laig and done a bit of weaving with it across the tender part of my bread box and now every time I take a walk, the muscle wants to go one way to follow the laig, and the bread box heads in the other direction, but lately they have been cooperating purty good." He adds, "Hope the boys are all fine. I sure miss Jones' \$2.00 each week. Whose takin' him now? Tell all the boys to write to me often."

Your old pal,  
"Honey Chile" Stierer,  
1664 Normal Avenue,  
Baltimore, Maryland.

Joe Maloney: "What makes you look so worried?"

Carl Golem: "I just lost \$5,000 in a crap game."

Joe: "Five thousand!"

Carl: "Yes, and the deuce of it is \$15 was cash."

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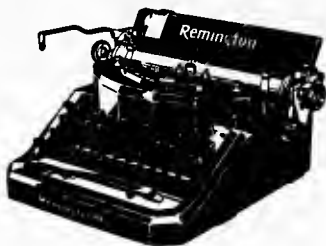
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**Softball Fun**

THE Lead and Bulkhead men of the Hull Department, had one delightful time playing softball Saturday, June fifth, at Balboa Park . . . the Leadmen winning with a score of 10 to 7.

The umpires, Hotchkiss, Bell, and Penfield were thrown out of the box one at a time, due to not being masters of the delicate situations that came up during the process of the fight. We understand Bell pitched at times, not liking the pitcher's technique.

The group was honored in having Frank Popp act as water "beer" boy and Inspector Golden handled the bats very well, we are told.

After the game, the losing side set up a half-keg of beer for the wornout heroes who put it away with due respect but the losers just couldn't take it or sompin' and many a glass of the precious stuff was thrown about the field. George Wire seemed to be the target as we learn he was nearly drowned in the deluge . . . and he wants it known that he is through with baseball forever.

The lineup was as follows:

Leadmen	Bulkheads
Capt. Chaplin . . . . 2	Capt. Grossher .RF
Hopman . . . . . 2	Cross . . . . . 2
Mgr. Clark . . . . . LF	Sloboda . . . . . P
N. Wire . . . . . CF	Martin . . . . . SS
Rosey . . . . . P	McMichael . . . . 3
Malcuitt . . . . . RF	Slobue . . . . . 1
Bauers . . . . . 1	Gavill . . . . . 6
G. Wire . . . . . SS	Killeaney . . . . . LF
	Kumas . . . . . LF
	Kirkpatrick . . . RF
	Knutson . . . . . 2
	Rasmussen . . . . RF
	Stevens . . . . . CF

The Bench Department softball team is going to be a real threat for the championship this year. We have taken the Bulkheads 14 to 0 and the Drawbench 6 to 0. It is true that we had a setback last week when we dropped a game to the Stock Room 5 to 2, but that should make the boys buckle down and really go to work.

The Maintenance is considered the team to beat. The boys have been juggling the lineup and hope to take them on June 11th. McCleary says that they have a good chance if Maloff is fresh.

The new lineup follows:

McNally, . . . . CF	Burkhardt . . . . C
Peterson . . . . SS	Faulkner . . . . 3B
Kurtz . . . . . 1B	Grossett . . . . RF

Maloff . . . . . P      Phillips . . . . . LF  
Fuhrmann . . . . 2B

Before the season is over, George Young should be proud of his team. After watching his first game, George said, "They sure got a lot of pep." That alone justifies the team because, at times, it is hard to discover in the shop.

**Softball Scores**

June 1, 1937

AMERICAN LEAGUE

Sheet Metal . . . . 8	Spot Welding . . . . 2
Engineers . . . . . 3	Cutting . . . . . 9
Inspection . . . . . 6	Paint . . . . . 4
Welding . . . . . 3	Planning . . . . . 8
Spars . . . . . 2	Finishing . . . . . 5
M. Shop-Timekprs. 10	Leadmen . . . . . 4

CONTINENTAL LEAGUE

Final Assembly . . . 8	Sht. Mtl.-F.S. . . . . 10
Paint . . . . . 0	Wing . . . . . 10

June 3, 1937

NATIONAL LEAGUE

Bulkhead . . . . . 6	Draw Bench . . . . 13
Stockroom . . . . . 5	Bench . . . . . 2
Accounting . . . . . 2	Experimental . . . . 8
Maintenance . . . . 19	Wood Shop . . . . . 4
Tank . . . . . 7	Final Assembly . . . 5
Tool Room . . . . . 7	Wing . . . . . 8

CONTINENTAL LEAGUE

Final Assembly . . . 8	Hull . . . . . 7
Wing . . . . . 36	Experimental . . . . 3
Sht. Mtl.-F.S. . . . . 3	Paint . . . . . 2

**Team Standings**

Team	Won	Lost
*Sheet Metal—F. S.	6	0
*Wing . . . . .	5	1
*Paint . . . . .	3	3
Sheet Metal . . . . .	3	0
Planning . . . . .	3	0
Inspection . . . . .	3	0
Cutting . . . . .	3	0
Stockroom . . . . .	3	0
Maintenance . . . . .	3	0
*Experimental . . . . .	1	4
*Final Assembly . . . . .	2	4
Finishing . . . . .	2	1
Spars . . . . .	2	1
Bench . . . . .	2	1
Tool Room . . . . .	2	1
Wing . . . . .	2	1
Experimental . . . . .	2	1
Paint . . . . .	1	2
Wood Shop . . . . .	1	2
Final Assembly . . . . .	1	2
Mch. Shop-Timekeepers . . . . .	1	2
Draw Bench . . . . .	1	2
Tank . . . . .	1	2
Engineers . . . . .	0	3
Welding . . . . .	0	3
Leadmen . . . . .	0	3
Spot Welding . . . . .	0	3
Bulkhead . . . . .	0	3
Accounting . . . . .	0	3
*Hull . . . . .	0	5

\* Night Shift Teams.



**Jim Morris Tells All**

No doubt a great many of Mr. Morris's friends will be astonished to learn that Jim at one time was without doubt one of the world's greatest lariat throwers that ever dropped a bull.

It leaked out Saturday night at the dance that during the World War Jim had occasion to do a little mission which landed him in a nest of Germans. The Germans being so many in number that to shoot it out was impractical (even though Jim is an expert marksman). A trusty lariat was speedily unwound from around Jim's waist and with real showmanship and high exhilaration the lariat spun through the air and before the "Huns" realized what had happened the old western trick had fallen—twenty-two of them were caught in the noose with a General with his golden sky piece standing right in the center.

Of course, the "Huns" were powerless and Jim at the end of the rope with his trusty 45½ marched the "Huns" into camp but not until he had appropriated the golden sky piece of the General.

Anyone who does not believe this story need only ask Jim and he will willingly display the helmet to anyone interested.

**A DESCRIPTION**

A bolt is a chunk of metal with a big square bunch on one end, sometimes, and a lot of little scratches wound around the other end.

A nut is the same thing, except that it is different because it's got a hole punched in it, with wrinkles up and down the sides. J. S., No. 1060.

**Relationship**

I married a widow who had a daughter, my father visited our home frequently, fell in love and married my step-daughter, thus my step-daughter became my mother, because she was my father's wife; my step-daughter had also a son, he was, of course, my brother and at the same time my grandchild, because he was the son of my daughter. My wife was my grandmother's mother, I was my wife's husband and grandchild at the same time and as a husband of a person's grandmother is his grandfather, I was my own grandfather.

1040.

Do you like to be praised when you know you deserve it? No flattery, soft soap or gush, of course. Then depend on it, other people like it too. One of the sorriest sins of omission is neglect to tell people that you are pleased with them. All of us do better work when we are encouraged; when we know our efforts are appreciated. Pour oil of expressed appreciation on the wheels of progress—in the home, the office, the factory, the lodge, the church—then watch them whirl.

—From: San Diego Club Life, 5-19-37.

Jack Harkness, of Sub-Assembly, is the proud papa of a 9 lb. 9 oz. baby boy. The baby, Richard Arnold Harkness, and his mother, are doing nicely. Congratulations Mamma and Papa Harkness, and long life and happiness, Baby Dick.

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# The Consolidated Aircraft Gun Club

scores in each match. The matches consist of:

- Match No. 1 20 shots— 50 yards  
20 shots—100 yards  
Prone Position  
Metallic sights  
Entry fee, 25c.
- Match No. 2 20 shots— 50 yards  
20 shots—100 yards  
Prone Position  
Any sights  
Entry fee, 25c.

Indoor averages for the day shift riflemen for the month of May are as follows:

1. J. H. Waterbury ..... 186.3
2. Henry Golem ..... 185.3
3. C. M. Tyner ..... 178.7
4. Allee ..... 177.0
5. Howard Golem ..... 173.5
6. Geo. Newman ..... 172.0
7. H. Myers ..... 170.0
8. T. Crittenden ..... 166.0
9. D. Oatman ..... 166.0
10. J. H. Rosmond ..... 165.7
11. L. Weber ..... 165.7
12. F. L. Smith ..... 161.0
13. L. English ..... 156.0
14. Williamson ..... 147.0
15. O. Menge ..... 137.7
16. Tibbs ..... 129.0
17. D. Miller ..... 118.0
18. Powers ..... 107.0
19. Russell ..... 100.0
20. W. Thorpe ..... 97.0

No other scores are available to the writer at this time. We'll endeavor to corral all the scores for the month of June in time for the next issue of the *Consolidator*.

C. M. Tyner.

## Federal Social Security Service

The Social Security Board announces the opening of a field office for San Diego and Imperial Counties at 306 Security Bank Building, Fifth Ave. and E St., San Diego, Telephone Franklin 7287. This office will furnish accurate information regarding the Federal Old-Age Benefits and Unemployment Insurance to any interested person. Information can be obtained by personal call, letter, or telephone.

"Mama, where doth the elephants come from? And don't try to thtal me off wiv that gag about the thtork."

THE small-bore rifle division of the *Consolidated Aircraft Gun Club* has been active during the past month, indoors and outdoors, both the day and the night shifts. The day shift holds an indoor shoot on Wednesday of each week at 7:00 p. m. at the Stanley Andrews range and the night shift each Monday afternoon at 1:00 at Muehleisen's range. A get-together shoot for the entire club is held on the second Sunday of each month at the Police Outdoor Range.

As yet the pistol shooters are not as active as the riflemen on either the indoor or outdoor ranges. Those on the day shift are entitled to, and may consider this an apology for the delays to which they have been subjected at the Stanley Andrews indoor range. This difficulty has been straightened out, however and we hope to have the pistol shooters back with us in the near future. Instead of the pistol shooters being required to wait until the riflemen have finished, they are to fire in alternate relays, one relay rifle, one relay pistol, etc., so that everyone will finish at approximately the same time.

Our first match with an outside team is scheduled for Sunday, June 13th, at the Police Outdoor range with the Silvergate Rifle & Revolver Club, one of the strongest small-bore rifle teams in this vicinity. It is to be a shoulder to shoulder competition with the course of fire as follows:

- 10 shots, Prone Position.
- 10 shots, Sitting Position.
- 10 shots, Kneeling Position.
- 10 shots, Off hand (standing) position.
- Any .22 cal. rim fire rifle, any sights.
- Five high individual scores from each team to count as team score.

Two of our members, Waterbury and Tyner, participated in the Silvergate Club's monthly open individual outdoor competition at the Police range on Sunday, May 16th. While they didn't bring home any medals for total scores they tied with 199 each out of a possible 200 for high honors in the 50 yard stage of the any sight event and took 3rd place for total score in the metallic sight match. We hope to have more representatives at these matches on June 20th. As stated above they are open to anyone and medals are given for 1st and 2nd high individual



# The Bowling Champions . . .



Top Row—Left to Right: Steve Smith, Charlie Fornes, Frank Horneff, Steve Powell. Bottom Row—Left to Right: Earl Edwards, Dick Fenn, Captain, Leo Danner.

The Wing Department annexed the coveted title of, "Champion Consolidated Keglars" and they deserve every bit of credit and praise given them.

Throughout the entire season the original five men that started remained on the team until the final gong. This championship group has also the distinction of perfect attendance and not one member of the team missed a single night of competitive bowling. They copped the lead in their respective league early in the season and retained top position until the end.

The winners of the various leagues met in the play-offs and again the Wing Department defeated both teams even though spotting them pins by handicap. The lowest average on this group during the play-offs was 160.

At a Stag Party held recently on the Star of India for the members of the bowling teams and their friends, each man was given a miniature, gold bowling ball.

The members of this championship

team were: 4005, R. Senn, Captain; 4009, C. Fornes, 4014, S. Smith, 4073, L. Danner, 4224, F. Horneff, 4348, E. Edwards. R. E. Senn, 4005.

Miss Esther Shurgour, sister of Mrs. Milton Taylor, and fiancée of Mr. Elwood Fink, has arrived in San Diego and is very much thrilled by California. We hope that the couple decides to make their home here and that they will have much happiness in the future.

Little Junior: "Mama, daddy wouldn't murder anybody, would he?"

Mother: "Why, certainly not, what makes you ask?"

Little Junior: "Well, I just heard him say down in the cellar, 'Let's kill the other two, George'."

Russ: "Do you like boys that are always trying to kiss you, or the other kind?"

Alice: "What other kind?"



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# ...HIRAM PLOWBOY

FOR the convenience of those who are not acquainted with Hiram Plowboy and his sweetheart Elmira, we offer this brief introduction:

Hiram is a farm boy from the Middle West who has come to California to earn enough splicin' money to buy the old Widow Klutterbut's place back home so that he and Elmira can set up house-keepin'.

Elmira is Hiram's boyhood sweetheart who spends much of her time takin' care of her Brother Bob, who was kicked in the head by a mule when a baby. He now aspires to be a Timekeeper in the plant here.

Brain power is not one of Hiram's long suits, either, as evidenced by his last escapade—he went to Tijuana in the company of some of the boys from the Paint Department and gave all the splicin' money away in a moment of drunken generosity. And what does Elmira think of that? Read:

Dear Hiram:

Hiram Ezekius Tolstoy Plowboy! I'm plum ashamed of you. I just knew you waz goin to get in trubble of som kind sooner or later by associatin with them painters, but I didn't think it wud be so bad. Why, you mite as well be here at home drinkin sum of old Pap Ebenezers' corn likker that he uses in his undertakin establishment for embalmin fluid.

The idea, lettin them furriners in Mexico get all our splicin money away from you! Wen I got yore letter, I wuz so mad I just ups and cuts out on a spree for myself, so there!

Hank Goldilocks and me went clean up to Mountentaters' place to a barn dance. The dance didn't start till kinda late cuz they had to clear a litter of pigs out of the pianny before they cud start playin, but did we have fun! Old man Wissencracker played the fiddle, and he played so fast and so hard that he plum wore out his fiddle bow strings and hadda use his mustache for bow strings. We danced as long as his moustache held out, then we had to go hum.

I'm powerful peeved at you for losin that splicin money, Hiram, but I wish you cud a bin here. You wuz allus so cute when you got mixed up on the calls and sashayed right insted of left er sumpin. Remember when you fell through the hayloft door onto Perkins' shorthorn bull that time?

Well, Hiram, I hope by this time you

hev cum to yore senses and hev quit runnin around with them drunkards in the Paint Department.

Yore sweetie,

Elmira.

Dear Elmira:

So! Yore steppin out on me! I donno what to say. Don't you trust yore ever-lovin sweetie (meenin me) eny more?

I did hev sum good news for you, but if you air goin to traipse around with that no-good, curly-haired, moonshine-inhalin Hank Goldilocks, mebbe you ain't interested. But I'll tell you enyway.

I got the splicin money back! I went to a movin pictur show the other evenin to take my mind off my troubles, and I hadn't bin there over ten minnits when a feller cum out on the stage and after foolin around a bit, calls off my name. O'course, I answered, and he hez me cum up to the stage. I only tripped sixteen time, too. Not bad for me, huh? After I gets up there, he give me a check big enough to make a down payment on the old Widow Klutterbut's place. Wuzn't that nice of them? They givé cars away, too, but they wouldn't give me one that nite.

Things are shore diffrent here in California. Even card games. The other evenin a bunch of the fellers asked me to play sum poker with them, so I figgers I mite as well. They shore hadda funny way of playin. All the cards wuz wild except the nines, sevens and fours, and the most natural royal flush won. They called it Jim Morris Poker. A funny name for poker, isn't it? I didn't lose much, though. They played with a three-cent limit on the pot.

Write and tell me all the news, Elmira, and if yore still skylarkin around with that there Goldilocks person. Cuz if you are, wel, I bin interduced to a lot of these nice-lookin Navy widders here lately.

Let me know if Brother Bob is comin to California to be a timekeeper. Do they still call him the Freak of Pagoosa County?

Yore sweetheart,

Hiram.

It is rumored around Sheet Metal that "Red" Barnes, No. 1860, is quite a talented amateur actor. This is good news for the *Consolidated* Amateur Theatricals. Don't let *Consolidated* down, Red.

No. 1738.



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**M**AY and June find much Romance among the girls and boys at *Consolidated*. Parties and showers seem to be the center of activity.

A lovely party was given for Margaret McDonough on May 24th at Grace Koenig's home, by Grace, Fay Garnett and Kathleen Schneider.

"Crazy Recipes" and "Bunco" made a pleasant evening and prizes were given to Avis Clark, Clara Sachs and Dorothy Baker.

Margaret was presented with a white and silver wedding cake having a miniature bride and groom.

A good old-fashioned clothes basket, which we know will be put to good use, contained loads of beautiful gifts for the bride-to-be.

Margaret and Ray Coykendall (a *Consolidated* Chap) were married at the Sacred Heart Church on May 29th.

The girls of *Consolidated* wish them much happiness in the coming years.

Ann Howard left June 4th for a month's vacation in Buffalo. We know she will enjoy every minute with her family and friends, but hope she will find San Diego a nicer place in which to work and live.

Hurry back, Ann, we Buffalo folk will be waiting to hear the latest news from that fair city.

Jean Henley, also, had an urge to see the "folks" again and flew to Indiana to spend some time with them. Best of luck, Jean, in your journey back by auto.

Fay Garnett, of our Accounting Office, and Garnet Glenney are threatening to take the fatal step on June 27th at the Grace Lutheran Church. Congratulations!

Culminating a San Diego romance of two Buffalo employees who came out with the Company in September, 1935, Irma Sommer and Robert (Red) Robbins were married at Saint Joseph's Church at 10:00 a.m. on June 5th.

Irma and "Red" left on Saturday evening for Buffalo and *Niagara Falls*.

We'll be waiting for their return.

That old rascal, Doc Stork, has been haunting *Consolidated* lately. The latest proud recipient of one of his "Blessed He-vents" is Alan Abels, of the Engineering Department. Mercy Hospital was the scene of Tommy Alan Abels' arrival on June 2 at 11:20 a. m. Mrs. Abels and Tommy, who tipped the scales at 8½ lbs., are doing nicely and Alan is bearing up remarkably well. Many *Consolidators* will remember Mrs. Abels, who was formerly Katherine Smith of the Personnel Department. We all join in congratulating Katherine and Alan on the birth of their first-born and extend a warm welcome to Tommy.

Sam Jarvis: "Come in and see our new baby."

Blanche Davis: "Thank you, but I'll wait until the wife feels better."

Sam: "Oh, don't be afraid, it's not catching."

A colored country preacher who was strong on visiting the female members of his flock, was traveling along the road to the home of one of them when he met the small son of the lady member. Said the preacher to the boy:

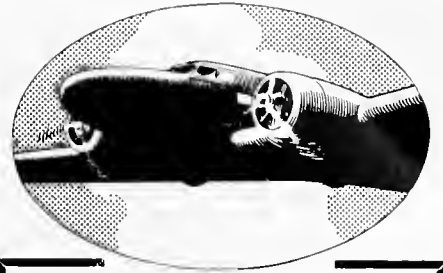
"Where's your maw?"

"She's home," replied the boy.

"Where's your paw?"

"He's home."

"Tell 'em howdy for me."



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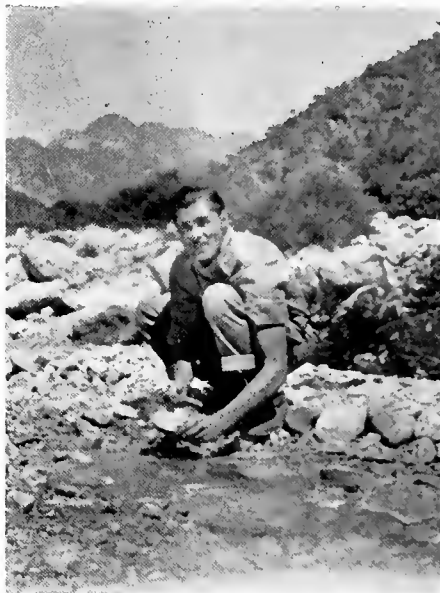
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Al "Ba Ba" Ballard, the good-looking prospector shown above, is not panning gold as you might imagine but actually is washing the frying pan after an early breakfast.

This home-loving young man spends his spare time out in the hills and there are few choice camping spots in the back country he doesn't know about.

Add to this his ability as both a cook and an amateur crooner and you get a good line-up on another *Consolidator* champion.



**JERRY LITELL**, Machine Shop Inspector, has a hobby which keeps him up in the air most of the time.

He spends his week-end vacations at

La Jolla or Kearny Mesa soaring in his Bowler's Sailplane that he has revamped to suit his ideas of what a good glider should be.

With this 290 pound ship, 44 ft. wing span, he hopes to improve his flying ability and have some fun riding the winds.

He has removed the center section, added a cabane strut and additional brace wires.

The ship has great possibilities and, on test glides from 400 ft. elevation, he can keep the ship in the air slightly better than two minutes.

Several *Consolidated* boys are forming a sailplane club and anyone interested in gliding, and willing to do some hard work hauling things around and getting the ship back into take-off position, should see Jerry about arrangements.

Remember boys, what goes up must come down and what comes down must go up again! Some of these 400 ft. hills are awfully high when you're taking 290 pounds up with you. Happy landings! And don't say we didn't warn you!



While other boys are spending the week-end out in the kelpbeds, "Otto" Kruger is out around Morena Lake, casting for the elusive trout. From what we can note on the above cut, he sure has had plenty of luck.

His string of twelve rainbow trout were beauties. He claims casting has game fishing beat a thousand ways. Well, maybe he is right. After all, no one ever got seasick sitting on a rock under the shade of a big tree, just dreaming and listening to the water rippling by. Ah, me, how many years until Sunday?

Leonard Stanley (No. 1224) of the Tool Room, is now a proud papa. It's a boy of 8 lbs., born at Quintard Hospital, May 7, at 4 p. m. Congratulations Stanley and family!

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## New Racket



Chuck Hibert has an embalmed 32-pound sea bass in his garage. On Sundays he brings it out, dusts it off, oils it a bit, and takes it down to the boat landing and sells "Kodak" rights to it to disappointed anglers.

Pictured above is "Kris" Englehard, World's Champion Tube and Rod Bender, in a charming pose. All you have to do is turn the hose on your trousers, roll 'em up, remove your tie, muss up your hair, grab the fish in one hand, and the rod in the other and you have a portrait to send to the distant loved ones, that will give them something to talk about.

Chuck can handle sittings any time that it is convenient.

## Trout Diving

SEVEN hardy *Consolidated* youths: namely, Jack Thompson, Glenn Hotchkiss, Ray Coykendall, Harry McEwen, Paul Kreiger, George Landi, and Harry Forsythe, went in for a new sport called "Trout Diving" in the stagnant pools below Morena Reservoir, Sunday, June 6, and what an experience they had! The first performer was Jack Thompson, who executed a beautiful swanlike dive with uncanny precision and technique. On coming to the surface, Jack, by the numerous specimens of underwater growth on his person, displayed what the well-dressed "Trout Diver" is wearing this season. It was just 5:00 a. m. by his wrist watch when the great event occurred. The warmth of the sun started the time-piece later and the warmth of a hurriedly built fire was drying out Jack's



clothes when three of the party who had not witnessed the dive, came upon the scene. They received the surprise of their lives, thinking that they had discovered a new nudist colony. George Landi, wanting to be different, took a sliding dive over a huge boulder into another pool. Then Harry McEwan, who boasts of never getting his feet wet, fell in. Paul Kreiger had the high honor of being the only dry youth in the party. After a few hours of real fishing though, the half-drowned, scratched and mutilated fishermen had one of the best fish fries of their lives in a picturesque, secluded spot in the gorge.

## Jones-Hanger

"In the spring, a young man's fancy . . ." Bob Jones of the Engineering Department, lived up to this saying on Saturday, June 5, at 8:00 p. m., when he claimed as his bride, Miss Bene Springs Hanger of St. Louis. The ceremony was performed at Bob's home, after which the happy couple made a week-end trip to Ensenada. Congratulations, Bob, and welcome to the *Consolidated* Family, Mrs. Bob.

## Kelped Capers

"Whitey" Glines, Wings, celebrated the opening of the deep sea fishing season by landing a 16½ lb. yellowtail.

Knowing Whitey as we do, it was quite foolish of the fish to even attempt an argument, though it did battle for 15 minutes before giving up.

It was Whitey's first attempt at "big game" fishing, but, then, again, it was the first time for the yellowtail also.

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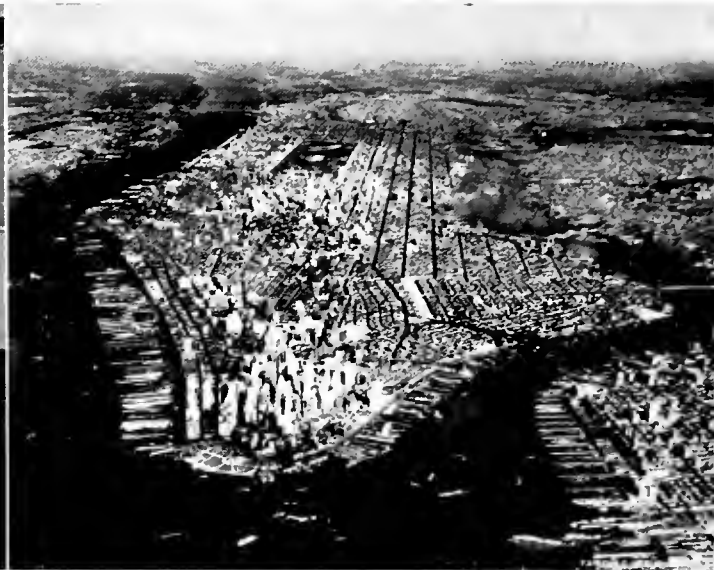
*This never-to-be-forgotten feature of the Exposition*

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**Dine and Dance**



United Air Lines Photo.  
At the rear of the cabin of United Air Lines' Mainliners is this galley where the stewardess prepares and from which she serves complimentary hot meals aloft.



AMERICA'S LARGEST CITY FROM THE AIR—This spectacular aerial view embraces New York City and its harbor, eastern terminal of United Air Lines' coast-to-coast airway which links New York and other eastern cities with the Pacific Coast. New York's Statue of Liberty is only overnight by air from California's famous Golden Gate.

This is the second in a series of articles describing the transcontinental trips of the major airlines of the United States.  
—ED.

**E**VEN the most avid forecaster of coming events could not, ten years ago, visualize the tremendous strides that would be taken in the next decade. In 1927 the world's eye was focused upon the future of aviation, Lindbergh's remarkable flight having fired the imagination of every civilized person. The twenty-five-year-old pilot flew a Ryan-built airplane, powered with a 225 horsepower motor. Designers of the motor proclaimed that they had reached the pinnacle of air-cooled radial engine design. Today the twin-row engines that power

the Mainlines of United Air Lines as they fly over the mid-continent coast-to-coast route each develop 1150 horsepower.

In 1927 the Army Air Corps was contemplating the *Consolidated* PT as a revolutionary primary training plane. The PT was a revolutionary plane, its usefulness having followed the aircraft industry down through these ten progressive years. As symbolic of military and naval air-transportation are the Navy's twin-engined *Consolidated* flying boats. They made routine flights to the Hawaiian Islands, because flying them across the ocean is the most convenient way of delivery to the Naval bases there.

Just as *Consolidated* was getting down to the serious business of building airplanes, United Air Lines was inaugurating the first coast-to-coast mail and passenger service. The turn into the second decade of regular transcontinental finds *Consolidated* and United Air Lines side by side at Lindbergh Field in San Diego. San Diego has become United's important southern terminal on the border-to-border flights between Southern California and Vancouver and the starting point on the schedules bound for Chicago and New York.

Let's take a look at the 1927 picture for a moment. For a thirty-two hour flight in a single-engined mail plane between San Francisco and New York the 1927 passenger paid \$400. So rapid has the progress of air transportation been that economy in air travel has been made

## Ten Years on

By Charles M. Urbach, District

possible despite the endless trend towards newer, faster and more expensive equipment. Today the coast-to-coast passenger flying to New York from San Diego, Los Angeles, San Francisco, Portland or Seattle pays only \$149.95 for his ticket, without calculating the additional economy of air scrip.

What improvements can the 1927 passenger note today? First of all he is impressed by the comfort that is offered. Overstuffed, swivel chairs are the tempo of day travel and commodious berths feature the Sky-Sleepers. These accommodations are a far cry from the tiny bench that our first passenger sat on. No ventilation was provided in the first planes and the air-farer could see little or nothing from his cramped quarters as his plane flew along at a few thousand feet. The Mainliners are air-conditioned, each passenger has a large window which provides unlimited visibility and the stewardess brings a pair of binoculars so that passengers can closely view the scenery ten thousand feet below.

Instead of consuming 32 hours for his passage, our 1937 traveler arrives refreshed and ready for business in New York 15 1/3 hours after leaving the Pacific Coast. In 1927 he fairly dreaded the food that was served—it consisted of a



United Air Lines Photo.

SAY YOU SAW IT IN THE CONSOLIDATOR



**WEST AIRLINER ON NATION'S SKYWAYS**—This view of one of United's fleet of Mainliners shows the installation of powerful 14-cylinder, four-row Wasp engines giving the ship a great reserve of power and enabling it to climb two miles high and sustain flight with only one of its two engines in operation. Fully loaded, the airliner weighs twelve tons, and it has a wing span of 95 feet. It is classed as the most luxurious passenger land plane in the United States.

United Air Lines Photo. Individual tables are placed in front of each passenger chair on United Air Lines' new Skylounge Mainliners of the type operated between Chicago and New York and coast-to-coast, and are set with real china, silver and linens, and the stewardess serves a hot meal from the galley at the rear of the plane. The Mainliner flies non-stop Chicago-New York in 3 hrs., 55 min. and coast-to-coast in 15 hrs., 10 min.

# The Main Line

## Chief Manager, United Air Lines

cheese sandwich and potato chips and possibly a candy bar or an apple. No wonder he was starved when he reached New York. As he is sped along lighted airways at 200 miles an hour, our passenger is reflecting on the 100 mile speed of ten years back and recalling that there were no such things as airway beacons, two-way radio communication and directional beams when he first flew. Then along comes the stewardess with a hot, full course meal served with real silverware, linens and chinaware. He enjoys the longest meal in the world—one of hotel or club quality, too—for there are 200 miles between soup and nuts on United's Main Line.

Since the trail-blazing days of the western frontier, United's Main Line route has been the scene of hardy adventure and pioneering. The broad expanse of the Middle Western prairies saw first the Covered Wagon and the Pony Express. Later came the Stage Coach and more recently the airplane. Each transition in transcontinental travel has been pioneered across this Pony Express route. Only the other day we were talking with the last of the surviving Pony Express riders—Broncho Charlie—whose christened name was Charles Mortimer Miller. At 87 years of age, Broncho Charlie still typifies the flair

of the 60s. At the age of eleven he rode the Sacramento-Carson City route in twenty-four hours. The Mainliners fly across his old course in 46 minutes.

Calm and placid today are the picturesque plains of Wyoming and Nebraska where much of our nation's history was written. The fight for western civilization was waged seventy-five years ago along the seemingly endless miles of prairie-land. Buffalo herds roamed the ranges and native Indians were happy to barter a buffalo robe in return for a cup of sugar. These vivid memories ride on swift wings today as the Mainliners speed along.

Pony Express may have seemed a swift method of communication in its time. But certainly slow in comparison to air-mail service. Comparative costs, too, are interesting. A letter weighing one ounce was carried 150 miles for five dollars. An air-mail letter can be posted to any part of the United States for six cents.

One of the typically Old West towns of the 60s, the Wyoming capital, Cheyenne, is served by United's mid-continent maintenance and overhaul shops where the Mainliners and their motors are completely dismantled and overhauled at stated intervals. The coast-to-coast passenger could spend a full day at the Cheyenne depot and still not see all of the interesting practices employed in keeping air line equipment in first-class condition.

On the evening flight out of Cheyenne to the west, the air traveler is greeted by

a spectacle of nature—he sees the sun set three times. The first sunset comes as the ship is leaving the mile square airport at Cheyenne. It dips like a bronze fuse into far-away pockets on the horizon. As the ship climbs towards the Laramie

(Continued on page 16)

**IN THE "DRIVER'S SEAT" OF UNITED'S MAINLINERS**—This view of the pilots' compartment of United Air Lines' Mainliners shows the compact, systematic arrangement of instruments, gauges and controls which represent the latest in air navigation. The rectangular installation on the center of the instrument panel is the 1937-type automatic pilot which is surrounded by the newest navigating instruments, providing a duplicating check on the plane's maneuvers. Multiple radio equipment installed on the Mainliners provides pilots with the latest in plane-ground communication facilities.



United Air Lines Photo.

The *Consolidator* overlooked another recent wedding when it neglected to mention that Douglas B. Clark, Blueprint Production Dept., and Miss Ruth A. McLain, of Riverside, were united in the holy bonds of matrimony at the Scott Memorial Baptist Church on April 3, 1937, at 3:00 p. m. A reception was held after the ceremony and then Douglas and Ruth enjoyed a short holiday in La Jolla. The couple is at home at 3336 30th Street. Congratulations Mr. and Mrs. Clark!

Tuesday morning—after Memorial Day Races:

Dugas: "Say 'Mac', was that your wife I saw you with at the races?"

MacGinnes: "I don't know, Duke, I never looked."

Last week, word got around that "Hank" Golem was hunting for some dirty so-and-so. The next morning, Larry Boeing thoughtfully placed this sign at his desk: "Game Refuge. No Hunting In This Closed Area."

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# MOUNTAIN NEWS

THE Coronado Islands, haven for *Consolidator's* avid deep-sea fishing fiends, were invaded on Decoration Day by a couple of Consolair Mountain Goats who, combining sea travel with mountain climbing, went on the San Diego Natural History Museum's annual educational excursion to the northernmost island, which is twenty-five miles from San Diego, in Mexican waters.

The party was landed in a cove on the northeast side of the island and climbed the 467 feet to the knife edge and along the summit. Tramping about the mile long, quarter-mile wide island, they enjoyed many rare spectacles. The many forms of plant and bird life seen was a source of wonder and interest to the Goats.

Although it sounds like a restaurant menu, you can take their word for it that "hen-and-chickens," "lady-fingers," "saltbush" (atriplex), "prickly pear cactus," "lemonade berry" and "wild cucumbers" (chilicothe), are to be found on the island. Several varieties of ice-plant ("mesembryanthemum" if you want to be scientific!) blanket the slopes. This plant, because its extreme moistness gives it a very slippery quality, makes walking both hazardous and difficult. One of the Goats can exhibit some beautiful wounds as proof that the plant is a great "skidder"!

A large colony of sea-lions was seen on the seaward side of the island. A species of white-footed mouse and a few harmless lizards also live there. In former days, elephant seals and sea otters were common residents.

One of the most thrilling sights was the thousands of sea birds which soared

over the island. Startled by the appearance of the invaders, the harassed parents swooped worriedly about the nests of the fluffy, awkward young birds. The most abundant nester on the island is the Western Gull. The brown-spotted eggs are laid in hollows scratched on the ground and slightly lined with grass or feathers. The most interesting of the birds is the California Brown Pelican which builds bulky nests about two feet in diameter and a foot or more high, of sticks, either on low bushes or on the ground. Many of the young, although nearly full-grown, were still in or around the nests, unable to fly.

The Museum staff brought back many specimens of bird life which are now being mounted and will in the near future, be grouped in large cases with scenic backgrounds, for permanent exhibition in Balboa Park.

Two young men of Experimental had a wonderful time up at Palomar Mountain. But, what we would like to know is, how come they had a room temperature of 110° at 3:00 a. m. Of course, we won't mention any names but, Jim and Carl, let us in on it.

Mountain climbing has taken the Consolair boys by storm and many groups are seeing the beauties of Nature from atop her highest points.

A small party, led by Larry Boeing, climbed several peaks in the San Juan group of the San Bernardino, doing the Los Pinos Peak (4625 ft.) and the high Santiago Peak (5680 ft.), from whose summit you can see the valley below, beautiful Lake Elsinore and its surrounding estates and ranches.

The trip was made in high gear and they averaged 21 miles to the gallon.

The reason why J. C. Harkness was absent several days last month, was the occasion of the second visit of the well-known Stork. The reason for the Stork's visit was Richard Arnold Harkness, born at 4:00 p. m. May 17th. His weight at birth was 9 lb., 9 oz. Latest reports are that Baby Richard and Mother Dorothy are doing fine.

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# MACHINE SHOP DRIPPINGS

By DAN MILLER

YE scribe contracted a case of writer's cramp last month so the news from our department has piled up and I find myself wading through a stack of papers trying to catch up.

Henry Golem, our foreman, is the proud owner of a new Dodge. He couldn't make up his mind whether he wanted a Lafayette, a Chevrolet or a Plymouth, so he bought a Dodge.

Fred Otto, our dapper clerk; Harold Poerschke, star shortstop; Art Scodes, fight manager of the future world's heavyweight champ (so he says); Henry Golem and yours truly, went to Los Angeles for the Pastor-Nestell fight and had a wonderful time. We saw more fights between the spectators than we did in the ring, but nevertheless we enjoyed ourselves and landed back in San Diego, a tired but happy fivesome.

In our midst, a new man has risen to the front ranks of our very able and efficient group of story tellers, bull throwers, fast talkers, etc. He is none other than Al Marinick, night shift inspector, and, from all reports available, he is going to be a hard man to beat, so the rest of our gang will have to look to their laurels.

Now that the fishing season is in full swing, many of the shop men are trying their luck. On a recent trip, Jake Fritchel, although he had much ambition and tried hard, lost to his brother in winning the jack-pot. Everybody caught fish and a good time was had by all.

The recent fishing trip of Jim Patton and Art Scodes happened to be a lucky one. Art figured that it would be wise to mark the spot where they had caught the most fish by putting a cross on the bottom of the boat. Jim agreed it would be a good idea but not very practical for they might not get the same boat the next time.

Our former chief ranking beau brummel, Long John Myers, says he has been outclassed by little Grand Ealy who has a new girl before he has lost the old one. By the way, John is planning another trip to the big city (L.A.) in the near future and, from all indications, he is going to shoot the works. We are anxiously awaiting the trip as, beyond a shadow of doubt, some red hot news will be forthcoming from John.

Buster Whiteman aspires to be a boat builder. When the day came for the

launching of his boat, if you can call a few boards and a motor a boat, he wanted Pop Felton to be his guest and first passenger. Poor Pop paid for his boat ride! Two cans were necessary and Pop's two hands had to work diligently in order to keep the boat afloat. Buster still says that he will build a boat, although it is rumored around that he might have better luck building submarines.

Three of our members, Fred Otto, Joe Deckert and Harold Poerschke, have, during the past month, taken two automobile trips, the first to Boulder Dam, the second to the Grand Canyon. On their initial trip they made a tour of the Dam and also inspected the California & Arizona Power Houses, gaining much interesting information. They covered about 800 miles. Over the Memorial Day weekend they made their second trip, covering 1400 miles. On the way they ran out of gas in the middle of the desert and Joe & Fred hitch-hiked twelve miles to the nearest station while Harold sat in the car reading the sports news. Harold said he didn't want to reduce so he stayed behind to guard the car. They arrived at the Canyon at 4:00 a. m. Sunday. They spent the day there and ran into Don DeMarce, final assembly inspector, who was also visiting at the canyon. That night they witnessed a Hopi Indian Ceremonial Dance and, before they started back at midnight, it started to snow. They returned to San Diego via Phoenix, and although the cattle on the highway were numerous they managed to keep from colliding with any, and arrived in San Diego Monday night. They took some very fine pictures of

both trips and all three fellows will have something to remember fondly for a long time to come.

The Machine Shop and Timekeepers combined softball team, after losing the first two games, hit their stride and won the third game from the Leadmen—10-4. The team is coming along fine and the boys hope to keep on winning in their future games.

We wish to welcome to our department the new men, Rolston, Brooking, Evans, Russell and also Heim, Rogers and Brightwell, who formerly worked with us and are back again in the Machine Shop.

Last month we were presented with a new machine—a "Degreaser." It looks like a washing machine and is used for cleaning parts that go out of the shop. "Pop" Woolf, its operator, has the bril-

(Continued on page 24)

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SAY YOU SAW IT IN THE CONSOLIDATOR

# Ten Years on the Main Line

(Continued from page 13)

Mountains the sun is visible again and sets for the second time. Then, as if the plane were successful in racing the sun, its golden circle faces the plane for the third time, finally setting for the night behind the picturesque caps of the Medicine Bow Range.

The precise communications system of United Air Lines is functioning every mile of the coast-to-coast flight. Every twenty minutes the pilot is in touch with a ground station along his course, giving the altitude of the plane, location, weather conditions, temperature and his estimated arrival time at the next terminal.

It is interesting to note the diversions enjoyed by the passenger traveling on the Mainliners schedules and compare his activities with the passenger of ten years ago. Munching away on a cheese sandwich and reading the printed schedule until he had all but read the print off were the chief enjoyments of the 1927 passenger unless he had remembered to bring a newspaper along with him. Then, chances were, he read everything including the obituaries of people he never heard of and legal notices he scarcely understood.

There is never a dull moment in the Mainliner cabin. In addition to the delicious meal service and binoculars, there is a complete library aboard with all the latest magazines. A writing table may be used by those who wish to do some busi-

ness aloft. All the implements, including a portable lightweight typewriter, are available, too. The aisles are wide enough to permit the setting up of a full-sized bridge table and the swivel feature of the chairs enables four persons to play cards with ease. Or the chairs may be reserved for checker or chess playing. Backgammon is also popular amongst modern air-farers.

In ten short years United has flown in excess of 120,000,000 miles. Like the other forms of travel that had their proving ground across this arrow-straight transcontinental course, United has pioneered in many air transport achievements. Its engineers perfected plane-to-ground voice communication. United was the first to fly passengers at night on long scheduled flights. Seven years ago United pioneered in placing stewardesses on its planes. Seven girls were hired at first and today there are 150 in the stewardess corps of United. United, too, was the first line to operate multi-motored planes in excess of three-miles-a-minute.

Air transportation today has become a necessity with thousands upon thousands of business men and 1937 sees the opening of a new field in air travel—the vacationist. Never before has there been such tremendous interest in vacation trips by air. Of particular interest are the western National Parks and United's mid-continent route brings all the National

Parks within easy reach of all principal cities in the country.

With the placing of Denver on its coast-to-coast route, Rocky Mountain National Park is now only a matter of hours from any part of the nation. An airport at West Yellowstone brings the vacation travelers to the entrance of Yellowstone National Park. In close proximity to United terminals are Yosemite National Park and Rainier National Park. Dude ranchers also are taking to the air, saving days over ground travel in reaching their favorite dude ranch. United has estimated that 2,000 such vacationers will journey from the east to Wyoming, Nebraska, Utah, Colorado and California by air this summer. World-wide air transport is likewise expanding and direct connections are made at San Francisco with the Pan-American Airways service to Honolulu, Manila and the Orient.

The past ten years of progress in air transportation have been tremendous and it's safe to say that the next decade will bring even more spectacular development.

It's been a long time since anyone came through with a favorite cocktail recipe so here's one that the La Jolla boys turned in and highly recommend:

- 1 part Vat 67,
- 1 part White Horse,
- 1 part Haig and Haig,
- 5 parts Black and White.

Serve with as little ice as possible in tall glass.

Harry: "Joe what are you doing with that knife?"

Joe: "I am just trying to figure out whether I lost a layout or found a knife."  
Woolsey 1249.

"How is your son Ikey getting along in school, Mrs. Goldberg?"

"Is he smart, Mrs. Cohen! Oy! Oy! In spelling matches he is so good they handicap him by tying one hand behind his back."

Dear Old Lady: "And what rank do you hold?"

Bored Sailor: "Ship's Optician; I scrape the eyes out of the potatoes."

Betty and Bill Waite, wish to thank the boys of the Bench Department for the lovely floor lamp. They say "If we can only get a house to match, we will be content!"

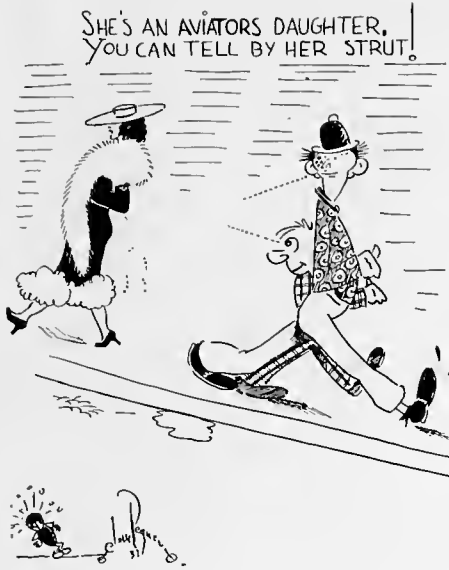
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# When Father Played Baseball



After watching the Lead Men of the Hull Department attempt to play baseball, R. Malcuit, 5079, hurried home, scanned over the books in his library, and dug out this old Eddie Guest poem that he feels tells the whole story of his observations at the game.

The smell of arnica is strong,  
And Mother's time is spent  
In rubbing Father's arms and back  
In burning liniment.

The house is like a druggist's shop;  
Strong odors fill the hall,  
And day and night we hear him groan,  
Since Father plays baseball.

He's forty past, but he declared  
That he's as young as ever  
And in his youth, he said, he was  
A baseball player clever.

So when *Consolidated* men arranged  
A game, they came to call  
On Dad and asked him if he thought  
That he could play baseball.

"I haven't played in fifteen years,"  
Said Father, "but I know  
That I can stop the grounders hot  
And I can make the throw."

"I used to play a corking game,  
The curves, I know them all;  
And you can count on me, you bet  
To join your game of ball."

On Saturday the game was played  
And all of us were there;  
Dad borrowed an old uniform  
That Casey used to wear.

He paid three dollars for a glove  
Wore spikes to save a fall,  
He had the make-up on all right  
When Father played baseball.

At second base they stationed him  
A liner came his way;  
Dad tried to stop it with his knee,  
And missed a double play.

He threw into the bleachers twice,  
He let a pop fly fall  
Oh, we were all ashamed of him  
When Father played baseball.

He tried to run, but tripped and fell  
He tried to take a throw;  
It put three fingers out of joint  
And Father let it go.

He stopped a grounder with his face,  
Was spiked, nor was that all;  
It looked to us like suicide,  
When Father played baseball.

At last he limped away, and now  
He suffers with disgrace;  
His arms are bathed in liniment;  
Court-plaster hides his face.

He said, his back is breaking and  
His legs won't move at all;  
It made a wreck of Father, when  
He tried to play baseball.

The smell of arnica abounds;  
He licks with a cane  
A row of blisters on his hands  
He is in constant pain.

But lame and weak as Father is  
He swears he'll lick us all  
If we dare even speak about  
The day he played baseball.

By Edgar A. Guest.  
Dedicated to the Lead Men of the Hull Dept.  
R. Malcuit, 5079.

How about a gong for our Major  
Bowe's program? A gong or two would  
come in handy around the plant any-  
way. 5000.

Ernie Johnson is piling up a neat fortune right at home and it isn't his fault if he doesn't make a million. His poker evenings are events and some boys come just to sit around and try to find out how it is done. Hibert and Blume got together and brought their own cards but he kept right on his winning path.

"Tarzan" Mays got ahead \$30 bucks about a week ago. He went to town and picked up a new \$50 wrist watch for his honey. He made a bad mistake though because, on the way home, he stopped to show it off to Ernie. Now Ernie has the watch and Mays still owes the \$20.00 balance. Ah, me, the boys should stick to marbles.

The distinction of being the first Mother's Day baby in San Diego belongs to Patricia Lorraine Delameter, born May 9th, 1937, to Mr. and Mrs. C. M. Delameter, Exp. 8012. *Consolidator* extends congratulations to the happy family.

There's a rumor around that George Gerstmeien and Al Ballard are going to be in the chorus for the forthcoming Musical Comedy. We think they are passing up a good bet in that Romeo clerk, Larry Gehling.

No. 1706.

J. E. (Ernie) Hodgson, 8115, wishes to thank the boys in Experimental Department and the Wood Shop, for the beautiful flowers and many other gifts, sent to him during his recent illness.

*Nowhere a Finer Service*



7th Avenue at Date

Benbough  
Funeral  
Parlors

'PHONE F-2144

*Nowhere a Fairer Price*

## Frank Moon—Hero "Lobbyist"



"In testimony of heroic deeds in saving life from the perils of the sea."

**I**NSCRIBED on a medal of solid gold, this inspiring statement is a reminder of one of the high spots in the life of Frank M. Moon, *Consolidated* employee, and is ample proof that some of the greatest heroes are filling the humblest positions.

It was the evening of September 8, 1923, at Point Conception, that the event which Frank will never forget, occurred. No doubt, many will recall that this is the date of the famous Honda Wreck, when six U. S. destroyers were wrecked on the rocks at Point Conception. At the time, Frank was a chief machinist's mate, stationed aboard the U. S. S. Fuller, which was returning to San Diego from San Francisco, with the rest of the Fleet that had made the journey. When it reached the fatal Point, it was following close on the heels of, but closer to shore than the division flagship, Farragut. Captain Seed of the Fuller observed the U. S. S. Young overturned in the choppy sea and sheered out to avoid her; in doing so, he cleared the Young but collided with the Farragut

and, while vainly attempting to miss the Farragut, crashed headlong into a huge detached rock.

Despite the panic of the crew upon feeling the impact, they behaved like true seamen. The members of the fireroom crew stuck to their posts until driven out by the rising water and not before the boilers were secured. The men of the engineroom crew also remained at their stations until they were almost forced to swim to the deck ladders.

What was Frank's part in this catastrophe? We'll let the magazine report of his action speak for itself, since he modestly declines to "shout his own praises":

"Frank Moon succeeded in throwing a lasso over a rock fifteen feet distant from the ship and crossing hand over hand on this rope, gained a small rock which was capable of holding about twenty men. Commander Seed considered the rock unsafe and ordered Moon to return."

With a list of forty degrees, the crew of the Fuller clung to the port side throughout the long, weary night.

The next morning, Commander Seed told his crew that he was going to attempt to swim the distance between the Fuller and a huge rock where the crew might find safety. "If I fail, remain aboard the ship, but if I make it, follow me with a line," he instructed. He succeeded in making the swim and the sailor who gamely, and without hesitation, followed him, carrying a rope, was none other than Frank. They secured the line to the rock and over it came the entire crew, dragging themselves along it, swept by cold, terrific seas and battered and tossed on protruding rocks. They were rescued from their precarious sea-swept perch by boats later in the day.

Frank may well be proud of himself and of his heroic deed which has been permanently entered in the archives of his country and which will be remembered with heartfelt gratitude by those men whose lives were saved by his bravery. His act is officially recorded as follows:

"MOON, FRANK MORRIS, chief machinist's mate, first-class. Displayed fearless conduct and a dauntless spirit in swimming with a line from the U. S. S. Fuller to a rock through a rough and turbulent sea in order to rescue the crew of that vessel when stranding on the night of September 8, 1923. (Commended by the Secretary of the Navy and awarded gold life-saving medal of

honor by the Secretary of the Treasury.)"

When commended by his interviewer for his bravery, Frank said, with characteristic reticence and modesty, "Aw, shucks, wasn't it my duty?" Anyway, even though he considers it merely a part of the service due his country, the *Consolidator* joins with *Consolidated* in saluting a truly courageous man!

Toledo, Ohio, was the scene of Frank's debut into the world. He attended school there and was, for a time, a machinist with the American Bridge Works of Toledo, prior to enlisting in the Navy.

On December 31, 1926, he retired from the Navy, with a service record of sixteen years (although he actually spent 18 years, 7 months in the Navy, he was only eligible for a sixteen-year pension when he retired—20 years being the next pension period).

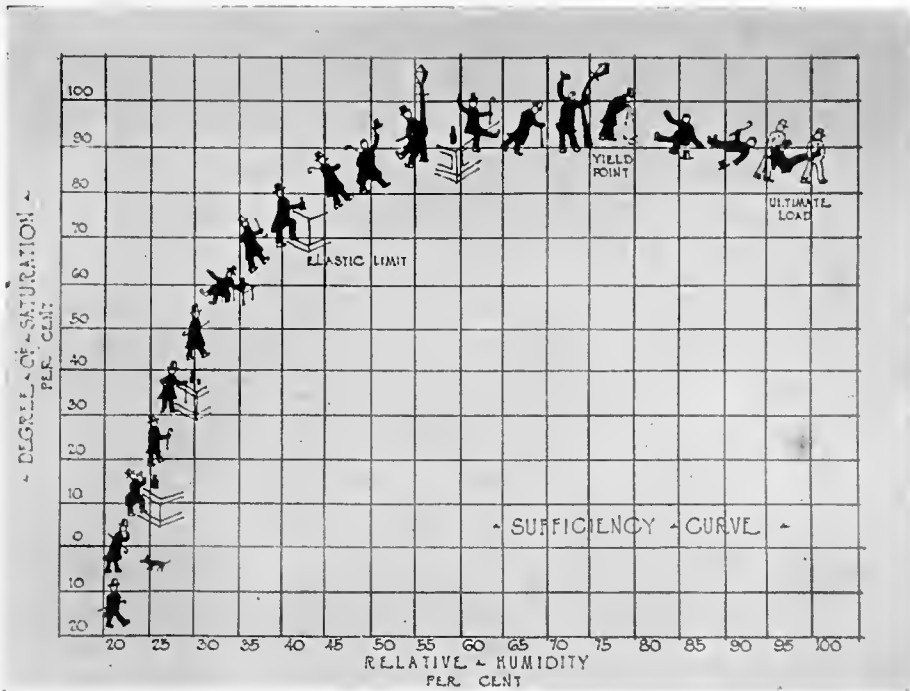
For a time, he maintained a concession on a soda fountain at North Island, before he joined *Consolidated*.

Frank is well-known and well-liked at *Consolidated* for his kindly disposition and eager willingness to be of assistance whenever able. When questioned as to how he wished his occupation at *Consolidated* listed, he grinned and, with a chuckle, replied, "Oh, just say I'm a 'lobbyist'—I work in the lobby!"



**Catherine Alice Phipps**

SAY YOU SAW IT IN THE CONSOLIDATOR



Courtesy of Inspector of Naval Aircraft, San Diego, California

Mrs. Leo Bourden says that if Leo doesn't get rid of those cussed ducks and keep them out of her flower beds, Leo's endurance record at *Consolidated* will be disrupted, and how!

PIG BAR-B-Q at Kennedy's Riding Academy, June 19, 1937, to be sponsored by Maintenance Department. All Maintenance men interested, please get in touch with Mr. Jones and E. Fink.

Micky Burleigh and Al McLean, two of the better known fighters, are willing to start a boxing class if enough interest is shown in the idea. (If Mr. Frye would be so kind as to try to get the names of the fellows who are interested in the plan it would be greatly appreciated.)

Thank you very much, Mr. Frye, for your interest in taking up the suggestion that we start an amateur theatrical group here in *Consolidated*.

Caught on the Fly—"Whitey" Glines coming to work with a black eye.—Al McLean on the beach with a couple of damsels and not knowing what to do with *both* of them.—Al Hill and Mary at the Bavarian beer garden.—Dave Ames giving a buffet supper and not handing out more invitations.—Dick Briggs throwing a wicked hoof at the Collegiate Club.—Ronnie Le Mon still praying that his girl gets here soon.—Dick Senn wanting to sing over the Radio.—Doug, the timekeeper, trying to explain why we get "docked" fifteen minutes when we are only one minute late.—Don Kimball, who is always late when the time comes to check in our motors, endeavoring to be a softball star.—"Army" collecting on Clothtop.

TRADE UPSTAIRS AND SAVE \$10

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SEE HOW CLOTHING PRICES HAVE INCREASED

THEN! SEE WHAT YOU CAN STILL BUY IN A FINE NEW SUIT

at the WORLD'S LARGEST UPSTAIRS CLOTHIERS for \$20 \$25 \$30

EVERY F & C SUIT IS 100% UNION MADE



# FOREMAN & CLARK

FIFTH & BROADWAY, SAN DIEGO

SAY YOU SAW IT IN THE CONSOLIDATOR

Co-ed: "I want you to tattoo a cat on my knee."

Tattooer: "Nope. A giraffe or nothing."

## Confidence

*Our Used Cars are*

- *Reconditioned*
- *Guaranteed*

No gamble with one of our **R & G** Used Cars

Any make and any model

### SAN DIEGO MOTOR COMPANY

Authorized Dealer of the Ford Motor Company

Broadway at 12th

Franklin 5121

## The Consair Male Chorus

**T**HE male chorus, formed among *Consolidated* employees, is rapidly growing by leaps and bounds.

If you have the ability to carry a tune, which is the only qualification necessary, hurry and place your application, as there are still a limited number of openings at the present time.

Rehearsals are being held each Monday evening at 7:00 o'clock. Watch your time clock for location.

The officers of the group are:

President, John Markey,

Vice-President, George Rondabush,

Secretary, Elwyn Jain.

Treasurer, K. L. Comfort.

Director, Wm. H. Stutzke.

Music Committee:

Chairman, K. L. Comfort, No. 92.

H. Roes, No. 5160.

L. G. Mitchel, No. 840.

John Campbell, No. 8091.

Wm. Stutzke, No. 278.

The Consair Male Chorus membership to date:

Jas. P. Thorn, 4139 Saratoga at O.B., No. 8105.

H. A. Seyboth, 1533 Fern St., No. 8015.

George Rondabush, 7751 El Cajon, No. 8042.

Andrew Drogen, 3521½ Kite St., No. 4304.

Milton Fulkerson, 4758 Mansfield, No. 4573.

Kelman Aiken, 4026 Utah, No. 707.

Walter Beyal, 4634 Orange, No. 5153.

C. A. Keen, 231 2nd St. C. V., No. 5419.

K. L. Comfort, 4656 Narragansett, No. 92.

L. G. Mitchel, 4335 32nd St., No. 840.

F. O. Jones, 804 Beach St., No. 5458.

John Markey, 3511 Kite St., No. 5362.

Wm. H. Stutzke, 4612 Wilson St., No. 278.

Elwyn Jain, 4127 Ibis St., No. 1389.

John Chuckta, 2665 First Ave., No. 5254.

John Campbell, 3971 Georgia St., No. 8091.

Blair Burkhardt, 3927½ Center St., No. 3099.

Henry Roes, 2242 30th St., No. 5160.

Owen Stockton, 3677 Central Ave., No. 7092.

*Consolidator* welcomes to the rapidly increasing *Consolidated* Family, Michael Charles Tuite, who was born between 5:00 and 6:00 p.m., on Monday, June 7, at Mercy Hospital, to Mr. and Mrs. Ray Tuite. Michael is really a bouncing baby, having weighed in at 8 lbs. 10 oz. We all wish great happiness and joy to Erma and Ray with their first-born.

First Student Aviator: "Quick, what do I do now, Instructor?"

Second Student: "Hell's Bells! Aren't you the Instructor?"

## LINDBERGH FIELD CAFE

ADMINISTRATION BUILDING  
LINDBERGH FIELD

*"The Home of Aviation"*

## AASE (ACE) BROS.

Lunches, Sandwiches, Cold Drinks and Tobacco

Good Food Priced Right

Conveniently Located

OPP. HAMMER SHOP

TWO LOCATIONS

OPP. WOOD SHOP

TURN TO

**PIGGLY  
WIGGLY**

QUALITY AND  
ECONOMY

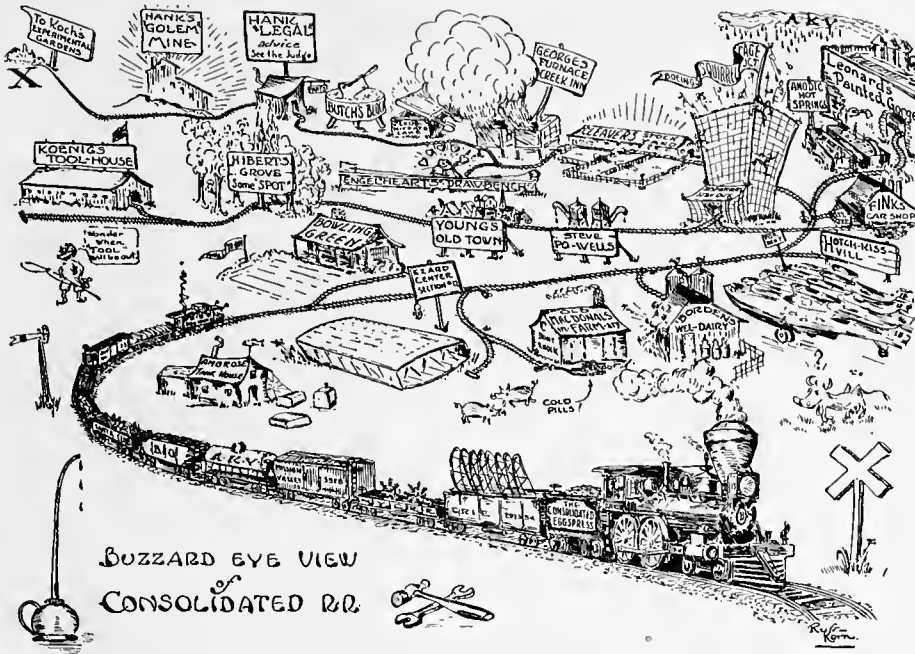
## FOOD, CLOTHING and SHELTER

were the three necessities of ancient times. TODAY a fourth necessity is

## TRANSPORTATION

PIGGLY WIGGLY is proud to number among its customers scores of people engaged in this mammoth industry. We endeavor to supply you with the finest in Fresh Fruits and Vegetables—Groceries and Fresh Cut Meats at the most reasonable prices.

26 MODERN FOOD MARKETS TO SERVE YOU



THE *Consolidator* has ably and thoroughly covered many items of interest in its short career—the telephone system, the overhead tramrails, our time-keeping arrangement, and the Air Corps Industrial Preparedness Program. To fail to mention our latest addition would be an omission that would be a reflection on the editorial group that has so ably brought it so far along in so brief a time. That addition, the *Consolidated Railroad*, was given birth last month, fully equipped with signals, run numbers, schedules, whistle stops and all other accessories necessary for successful operation of so large an enterprise.

As in the case with any system so "octopusian" in nature, many operating

## The Consolidated Railroad

problems arise and the strict adherence to fixed schedules caused Leonard "Butch" Cleaver, the "Daddy of the Road," no small amount of worry.

First of all, the use of hand cars by the janitors caused much confusion but, by the addition of a spur track from "Squirrel Cage Junction" to "Hibert's Grove," much of the trouble was overcome.

The Claims Department was called upon to straighten things out when some careless yard clerk tacked a time table on the back of one of the workers in "Young's Old Town Tourist Camp."

The 8:42 Northbound has been late on several occasions due to large freight pick-ups at "Golem's Sanitarium." This causes some confusion when they pass the 7:56 Southbound near the "Medical Center" and often "Doc" McDonald has to leave his "Infirmary" and call "Yogi" Clardy from the "Psychopathic Ward" to assist him in unraveling the tieup.

Schedules have been met with surprising regularity but some of the operators, when finding themselves a little behind, have taken the liberty of "short-cutting" through various departments. The Right-of-Way Superintendent has had his "track" crew paint as many yellow rail stripes as he feels necessary and has refused the boys' request for whistles until they stay in the right track. He has permitted the use of gauntlets, neckerchiefs, goggles and cap though, so the boys don't feel too badly about the whistles.

Several *Consolidators*, being railroaders at heart, look upon the road with teary eyes and many have taken the trouble to write in offering suggestions as to how to improve or expand the service.

The Tool Room Boys, long advocates of scooters for use in their inter-departmental meanderings, have given up the idea and are all pulling for the addition of a passenger car.

Anything may happen, so let's all sit tight. All aboard! Highball!

Larry B.

## Now BUDGET TERMS

as little as \$5 secures delivery on  
Zerozone Electric Refrigerators... Buck Gas Ranges  
... Barton Washing Machines and Ironers... Room-  
Size Rugs... Vacuum Cleaners... Sonora Radios.

## LOW CASH PRICES in all Departments

Complete variety of necessities for the entire family... home... car... at sensible prices.

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PARKING  
at Crystal Palace Garage  
or  
FREE  
DELIVERY  
with every \$1 purchase

**WHITNEY & CO.** BROADWAY  
DEPARTMENT STORE 5th • 6th  
53 DEPARTMENTS and E Streets  
Over 100,000 items in regular daily stock

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**SAVE**  
Money--Time  
and Steps

SAY YOU SAW IT IN THE CONSOLIDATOR



**SAVE TIME--SAVE MONEY**

**TWA is Shortest—Fastest  
From Coast to Coast!**

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& WESTERN AIR, INC.**

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Franklin 6581

## You Ought to Read **PRODUCTION MINUTES**

Bob Huggins

"Zero to Eighty" by E. F. Northrup (Scientific Pub. Co., Princeton, N. J.)

Without a doubt, all of us, sometimes stop and try to imagine what the ship of the future will look like and how it will operate.

"Zero to Eighty" is an imaginative autobiography of the life, inventions and reflections of a scientist living from 1920 to 2000 A.D., telling the story of the development of the rocket type ship that will probably be the ultimate design of the future.

The book is unusual and original in its conception of important technical matters concerning "electric guns" with which Dr. Northrup has been experimenting. It presents, among other things, a reasonable scientific solution to the problem of escaping the earth's gravitational attraction and navigating projectile-type ships in celestial space.

Vague as the above may sound, the technical supplement cleans up many questions of doubt and we believe any air-minded person would thoroughly enjoy it. —L.B.

Try as they did the boys of the Production Department have never been able to choose ties to please a certain young lady. Red ties, blue ties, multi-colored ties have all failed to pass without criticism. It took the Hull Department to produce a fellow with the type of tie suited to her taste, the matrimonial tie. Which is our way of saying that the former Miss Margaret McDonough is now Mrs. Ray Coykendall, and to wish them the best of luck, always.

The gang all chipped in their pennies and nickels for a swell elegant Toast Master for the happy pair. Margaret says she would like to express their deep appreciation for this gift and also adds that Ray uses all the bread in the house making toast.

Mr. Thomas C. Jones, blue print magnate, is sporting a new desk lamp these days. The fellows of the department are wondering when he will move into his private office.

Bob Hyder has changed his plans concerning his vacation. Bob, it seems, is going to follow the well-blazed trail to the altar.

King Miller is sticking out his chest a little farther, the reason is a six and one-half pound son. The boy is reported to be the spitting image of his father, but it is hoped that he will grow out of it.

The Production softball team is enjoying a fairly successful season. The boys show lots of spunk and life and if given an even chance should go places. So far in league competition they have not yet suffered a set back.

Ed McCleary is leading the sluggers with the healthy average of .777, however, Willard Luppke is right on his heels with .770. Such batting averages would be the envy of any ball player.

During one game Ed. McCleary managed to get on second base, but also managed to get called out at that spot. It seems that his interest in learning how many were out led him off the sack and not noticing that a fly had been popped he was unable to get back in time to escape being called out. Once again McCleary stood around.

The night Finished Parts and Sheet department combined team is also enjoying success. Slattery and Bradshaw are the heavy hitters on this team.

## Satisfaction is Assured

...when you buy a new Ford V-8, a Lincoln Zephyr or a guaranteed Used Car from this long established organization... and you will find Neuner Bros. service facilities equal to any in Southern California. Three convenient locations.

We appreciate the patronage of Consolidated Aircraft Corporation employees and you'll find us alert to meet your demands...a square deal ALL-ways at Neuner Bros.

**Day and night service**

**Complete Service**

...in three convenient neighborhood locations

See the LINCOLN Zephyr

**USED CARS**

Get the Limit for Your Car in Trade



**"THREE SPOT" Ford SALES & SERVICE**

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at Hawk St.  
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Hill. 1616

1276  
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San Diego

Hill. 6127

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Univ. Ave.  
East San Diego

Rand. 5624

SAY YOU SAW IT IN THE CONSOLIDATOR





## Wing Loading

Was it a certain blonde that decided George "Casey" Shivas on buying himself a comparatively new auto?

Have you heard about the fellow who looked at the holes in the bomb rack set-up and then, in all seriousness, asked which holes the bombs were dropped through? Will someone please show this gentleman a bomb?

If there is anyone in this shop who has found a method of beating the horses at Caliente will he please, in a spirit of brotherliness, pass it along to me?

After proudly telling his brethren of the skin crew to witness the Lakeside Rodeo, in order to see him ride a horse in the parade, Joe Campbell was conspicuous by his absence. Was his face red when the fellows thought his excuses lacked that certain something! Dale Paddock was in the parade though, all decked out in a "yaller" silk shirt.

James "L" McCoy is reported to have a new heat wave by the name of Myrtle. Jim is careful in seeing that none of his "friends" meet her. Incidentally, the night he tried to enchant her with his new car radio the x?;! blamed thing wouldn't work, due to a low battery.

Bill Hedgepeth will undoubtedly welcome dinner invitations during the next few months. He'll be living a bachelor's life while the wife visits the folks back east.

Bud (classic) Mathewson is the master of five languages. I wonder if he knows the cuss words of all five.

Ken Bruning, 4120.

The fierce, "ponderous pachyderm" shown above is the insignia of VP Squadron Three-F, which is stationed at the Fleet Air Base, Coco Solo, Canal Zone.

This Squadron was first organized in 1931 by combining old VT Squadrons Three and Four. The squadron at that time was operating single engine, twin-float seaplanes, and was attached to the U.S.S. Argonne. Shortly after its organization, designs were submitted by squadron personnel for an insignia, which resulted in the present one, designed by CAP Cockcroft, being chosen as the most suitable for a patrol plane squadron. Symbolically, the planes are likened to roaring elephants searching for the enemy and ready to "smack him down" with heavy bombs, as soon as discovered.

### LOST

FOUNTAIN PEN—between car line and North Factory Entrance—keepsake.—If any one found this item, please get in touch with E. Banks, Welding, No. 3405.—Reward.

IF anyone catches a yellowtail this summer, wearing a pair of glasses, kindly return same to Jim Kelley. Jim got curious as to how the deck latches operate in flight and, when he stuck his neck out, away went the glasses. Let's hope he is fixed up by now so he can read the *Consolidator*. No. 5000.

Mr. and Mrs. George Schicht, newly-weds, wish to thank all members of the Hull Department who gave them the lovely "Toast Master."

SAN DIEGO'S PRIZE-WINNING



MILK <sup>4</sup>Arden  
at your dealer's  
OR PHONE M-9111

*California's Largest FORD V-8 Dealership!*

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VACATION  
ON  
OUR MONEY  
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NEW FORD V-8

INQUIRE ABOUT THIS  
**NEW PLAN**  
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*Also CORONADO & LA JOLLA*

**never**  
was sound, dependable insurance  
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INSURANCE COUNSELORS

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SAN DIEGO, CALIFORNIA

**Navy News**

ALL navy records are not made in airplanes, subs or fast moving destroyers, if what we have heard lately means anything.

"Dr." Dugas tried to break the Agua Caliente Jockey Club; but after getting ahead \$346, he listened to some sweet words of advice and figured if "Barnacle Bill" led them across the wire at 200 to 1, he could retire and forget rivets and all that sort of thing.

P.S.—The track got its dough back.

**Machine Shop Drippings**

(Continued from page 15)

liant idea that he could start in the business of cleaning greasy aprons and pants for two-bits apiece.

The writer's cramp seems to be getting me again and, anyhow, it is time for Jack Benny to come on the air, so will close—

I wish to express my thanks to the men of the Machine Shop whose contributions every month help to make this column possible.



SALTY CONSOLIDATORS

The above men, employees of *Consolidated*, are to go on the annual Naval Reserves cruise from July 3 to July 17 which, this year, is to Portland, Oregon, aboard the U.S.S. Cincinnati. From left to right, top row: Dan Graham, seaman; Bill Hosteller, seaman; Bill Cook, fireman; John Smith, seaman. Bottom row: Mickey Burleigh, machinist mate; Clarence Stoll, boatswain's mate; Max Polak, seaman; Jack Paffrath, seaman.

You are urged to patronize the following merchants whose advertisement in this issue of the Consolidator make its publication possible:

Aase Bros.	20
Arden Dairy	23
Baranov	Rear Cover
Benbough Funeral Parlors	17
Bonhom Bros	4
Brown Motor Co.	23
Bunnell Photo Shop	9
City Chevrolet	5
Davidson Furniture	4
Davies Motor Co.	11
Exclusive Florists	8
Firestone Tire & Rubber Co.	8
Foreman & Clark	19
Frindly Shoe Store	3
Fuller, W. P. and Co.	16
Goodrich Silvertown Stores	10
Goadyear Service Stores	7
Hanna, Mark	15
I. C. S.	5
Jenny Wren	14
Johnson-Saum	14
Lindbergh Cafe	20
Mission Cleaners	7
Morgan's	11
Motor Hardware Co.	6
Mountain Meadow Creamery	14
Neuner Bros.	22
Porrish, A. E.	7
Pennzail	6
Peterson Lumber Co.	2nd Cover
Piggly Wiggly	20
Qualitee Dairy	24
Salmons & Wolcott	23
S. D. Auto Elect.	6
S. D. Motor Co.	20
Sears Roebuck Co.	2nd Cover
Speer Flying Service	5
Standard Furniture Co.	3
Strabel's Bavario	11
TWA	22
Tyce School of Aviation	3
United Airlines	9
Word's Typewriter Service	4
Westgate Sea Foods	10
Whiting-Mead	15
Whitney's	21
Wines Coffee Co.	8
Winn Optical Co.	24




**Louis M. Winn Optical Co.**

506 Bank of America Building  
Fifth Floor M 3203

*Eyes Examined  
Glasses Fitted  
Broken Glasses Repaired*

Prices Moderate—Weekly Payments Arranged

*"Try Us and See"*



**QUALITEE**  
DAIRY PRODUCTS

far EXCEED the Standards set by law

*Rich • Pure • Fresh*

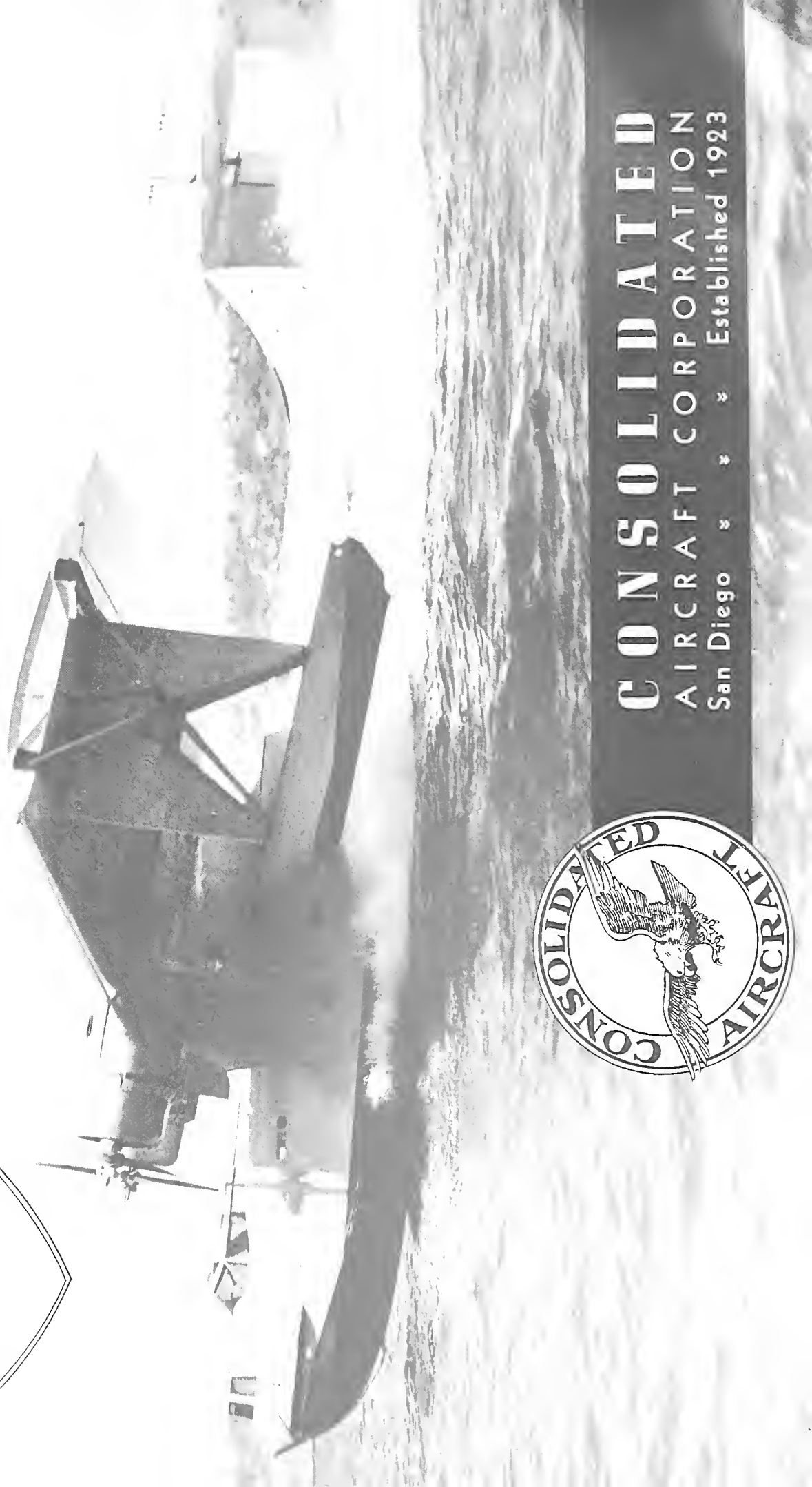
MILK      CREAM      ICE CREAM  
            COTTAGE CHEESE  
BUTTERMILK      BUTTER      EGGS

*Ask your Grocer or phone Franklin 7144*

**PBY-1**

**PATROL BOMBER**

*Long-range  
coast defense*



**CONSOLIDATED**  
AIRCRAFT CORPORATION  
San Diego ✧ ✧ ✧ Established 1923

**Baranov's**  
**...27<sup>th</sup>**



**Anniversary**  
**Sale!**



*featuring...*

**NO DOWN PAYMENT**  
 and **"Friendly" CREDIT**

***Bridal Ring Sets***

A lovely matched pair in  
 yellow gold . . . set with  
 flashing Diamonds

**\$29<sup>75</sup>**

*No Down Payment Terms 1.00 Week*

*Many Other Special  
 Birthday Values*

**72** *piece SETS of*

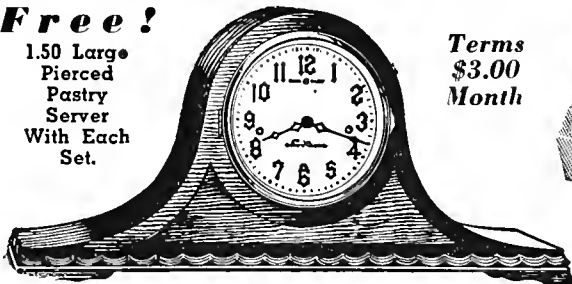
**W<sup>M</sup> ROGERS ★ A1 Plus**  
**SILVERWARE**

Beautiful "Memory" pattern  
 . . 72 pieces . . in handsome  
 Prevent-Tarnish Chest . . No  
 Down Payment necessary.

**\$29<sup>75</sup>**

**Free!**

1.50 Large  
 Pierced  
 Pastry  
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 With Each  
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*Terms*  
**\$3.00**  
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**EXTRA Values**

**Reg. 24.75 "New Haven"**

Full four-quarter West-  
 minster Chime Clock.  
 Dependable, accurate  
 . . save \$6.00!

**CLOCKS**  
**\$18<sup>75</sup>**

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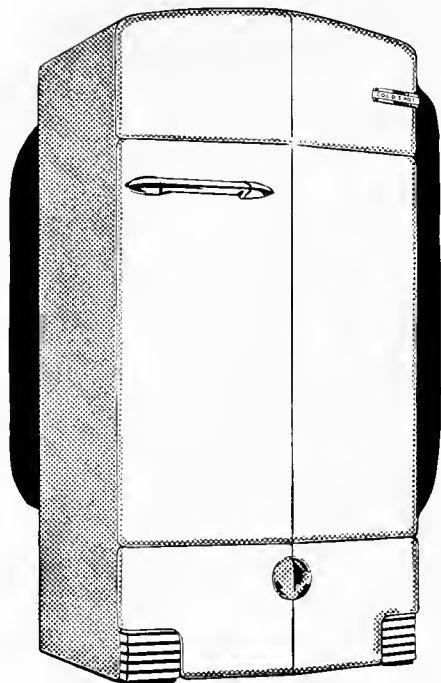
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JULY  
1937

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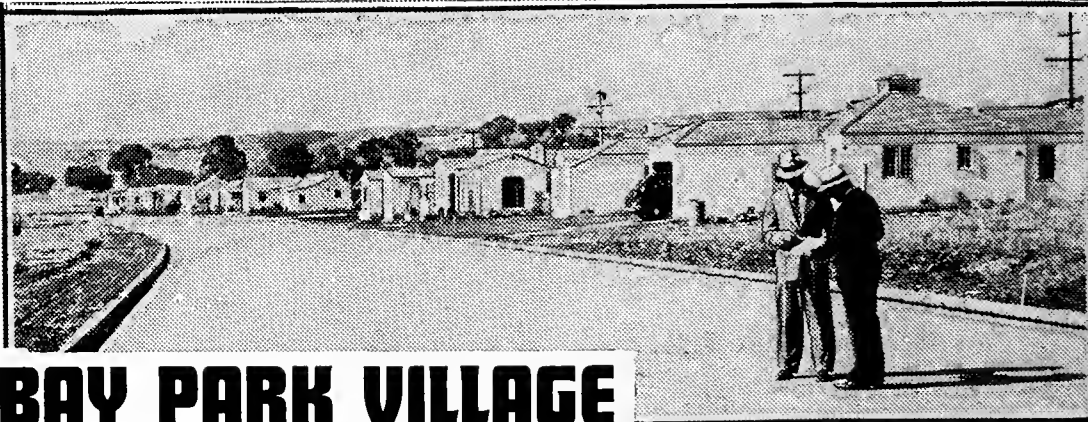
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# CONSOLIDATOR

Volume 2

July, 1937

Number 7

## Help!

THE *Consolidator* is asking again for cartoons, jokes, stories, articles, and pictures, anything of interest to and about the employees of *Consolidated*. Naturally, the *Consolidator* doesn't want to become a "Walter Winchell" magazine, and it doesn't want obscene jokes or stories. Just good, clean fun. This is your magazine, you should have your part in it and the easiest way for you to take part is by contributing. If the copy is unsuitable, it will be returned with an explanation to the contributor why it was not used. If your copy has been returned in the past or if it might be returned in the future, just remember that most of America's most famous authors went through that many times, and still do. Just the same, give Ye Editors a break and help them out.

You will also notice another reprint this month. This item from the November issue concerns our advertisers. These advertisers make it possible to print the magazine in this style. Many of you who buy at these places can help out by mentioning the *Consolidator* to those merchants so that they will know they have not tried in vain.

So help the *Consolidator* out! Give it a break! Patronize our advertisers! Send in all contributions and suggestions you may have for your magazine. Your suggestions and contributions are always welcome and the more interest taken by you will mean a more interesting magazine. Let's put "Little Eva, The Copy Cat" back in her place, working harder than ever!

## Consair Craftsmen Club News

The above name was voted by members to be the new name of the model club. The club has expanded by taking in those that are interested and active in the building and flying of man-carrying gliders and small sport planes. This expansion is, of course, in connection with our model plane activities. This gives the club a well-rounded group interested in Aeronautics. The club has a program of regular meeting for class instructions and practical work in aerodynamics, structure, and en-

gine work. There have been no regular meetings lately as the members have been scouting around for a place that can be used as a shop and where classes can be held. Anyone who knows of a place they think suitable for such a purpose and which can be rented reasonably, please let Jim Roche No. 1062 of Final Assembly know. Watch for notices on the clocks as to the next meeting!

Twinkle, twinkle little tracer,  
Skipped a rivet, missed a spacer,  
Way up in the sky so high,  
Why don't you come down to earth?

R.M.Z., No. 289.

## Night Final's Ocean Fliers!

A most outstanding near-ocean hop occurred the last Saturday afternoon in June on the bay near the *Consolidated* plant. Two full-grown *Consolidated* fliers, Andy Clement and Edward Hilkie, are the triple-threat men to be watched by both seaplane and aquaplane pilots.

Their plane was the Seaplane Cub from Speer's. While their aim was a 30-minute hop, they never left the water. They blame it on the full tank of gas but then the boys' combined weight is estimated at 400 pounds, ringside.

What burned them most was the charge of 15 minutes flying time for the 30 minute bay excursion of taxiing. We wish these boys better luck next time but suggest trying the Queen Mary for best results.  
Les, No. 7119.

## THE COVER

*Richard Archbold's plane, the GUBA (Sudden Storm) flying over Lake Mead, 107-mile lake formed by Boulder Dam. This plane has completed the first coast-to-coast flight ever attempted in a flying boat. Toward the end of the year, the ship will be flown by Mr. Archbold from New York to New Guinea via Alameda, Hawaii, Guam, and Wake Island.*

## Hero!

Although you probably didn't read about it in the local "sheets" it is with much pleasure that we report the fact that John Kelly, Tank Department, performed a heroic deed at La Jolla last Sunday.

During the course of a picnic lunch along the rocks above the Cove cries for help were heard from a man who had been caught in a riptide and was being rapidly carried out to sea.

Without hesitating to remove his clothes or shoes Johnny jumped in and pulled the man to safety where he was cared for by the local guards.

Congratulations Johnny! We think it was a fine deed.

"The Boys."

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# The President's Column . . .

practically overnight; Alaska is within easy range of a PBY from Seattle.

There is not space enough to enumerate the many uses to which PBY boats can be adapted. In searching for missing craft, hundreds of miles off our shore lines, they are invaluable.

As a commercial unit, the PBY presents a flying boat, whose very cruising range alone, provides a safety factor higher than that known to any air line today. Their ability to land and take off on rough water, has been proven time and again in the stiff test flights carried on by the Navy.

And so it is that our citizens can feel protected at all times; the mere possession, without its employment, of the strongest and best complemented surface and aerial navy in the world, insures our people against war at the most critical period in world history.

**T**HE many recent undertakings in which *Consolidated* flying boats have had so prominent a place, give us a feeling of pride in the knowledge that our Navy has selected for the defense of our shore line, the most efficient and capable flying boat manufactured in the world today.

The *Consolidated* PBY type boat can out-perform like equipment of any country in the world. It is a record-breaker in its class and with a complete fleet of this type, there is little limit on what our Navy can do with them.

With these flying boats at any chosen shore bases, the Navy can patrol continually the high seas, a thousand miles out, protect any sector from which an enemy may approach, locate him, determine his strength, direction, probable objective, speed, most vulnerable components, etc., and communicate this information to the Fleet Commander, thus guaranteeing against surprise attack on territory of the United States.

From its strategic bases, the Navy can reach and defend every mile of our coast line and all our insular possessions in one day.

A foreign fleet approaching our shore for attack, could be crippled and perhaps dispersed before it could possibly reach our shores.

The recent mass flight to Coco Solo indicates the Navy's ability to protect our Panama Canal artery against all attack; the mass flights to Hawaii demonstrate the protection provided against attack of our Pacific possessions; Mr. Archbold's non-stop flight from San Diego to New York proves the feasibility of moving an entire fleet of these boats from Coast to Coast

And we, who have had a part in the construction of these airplanes may feel justly proud of the accomplishment. As aviation continues to grow we may rest assured that *Consolidated's* place in its chosen field of endeavor will be right out in front. Ours is not an easy task; executives, engineers and factory crews must keep abreast of the times. As new methods of manufacture are developed, they must be adopted for use. No business has had an easy road and set-backs are bound to occur. But with the cooperation of everyone, I feel confident of our continued success.

R. H. FLEET.

## Notice To All Employees

Because of shortages of material due to strikes in the East, other delays beyond our control, and lack of new business, it is necessary to reduce personnel materially. In the hope of overcoming these difficulties, the Company has delayed action as long as possible.

To lessen lay-offs and distribute work, we have decided to reduce hours and schedules as follows, effective at the end of the present week (or half month for salary personnel):

- (a) the third shift will be discontinued;
- (b) the remaining night shift will be discontinued except for the Machine and Paint Shops and necessary janitors, watchmen and maintenance men;
- (c) our regular 40-hour work week will be followed on both remaining shifts;

Saturday work and all overtime schedules (salary and hourly) will be discontinued;

(d) partially to make up for loss of overtime pay, there will be added to present rates 5c per hour to all hourly employees, plus 5c per hour when employed on the night shift, and 5% to the five day base pay of all salary employees (except those on executive payroll).

(Signed) R. H. FLEET,  
President.

10 July 1937.

AIRCRAFT LODGE No. 1125  
International Association of Machinists  
June 30, 1937.

Major R. H. Fleet, President,  
Consolidated Aircraft Corp.,  
San Diego, California.

Dear Sir:

In accordance with our agreement, we are at this time submitting the following conditions to be considered by the company, as modifications of the present contract.

We believe that a fair time limit for making a reply to these conditions will be 48 hours, and will expect a definite answer within this time, to each of these conditions.

These conditions are:

1. An increase of 10% in wages effective July 1, 1937.
2. Seniority rights as applicable to layoffs shall prevail at all times. Length of employment with the company and not in a department to determine seniority. All exceptional cases as brought forward by the management will be discussed and settled between the company and union.
3. Shop steward system (Printed copy enclosed).
4. Closed shop.
5. No minors or students to be hired while layoffs are occurring in the plant.

The negotiating committee for Aircraft Local No. 1125, awaits your decision in writing within the time limit stated above.

Sincerely yours,  
GEORGE R. SMITH,  
Recording Secretary.

Negotiating Committee:

R. Marr, Tool Room.  
M. Goldberg, Experimental.  
M. J. Castle, Metal Bench.  
F. Heidman, Wings.  
J. Orr, Financial Secretary.  
G. R. Smith, Sheet.  
Wm. Plympton, Wood Shop.  
B. Fairman, Night Shift.

7 July 1937.

Aircraft Lodge No. 1125,  
International Association of Machinists,  
San Diego, California.

Gentlemen:

We acknowledge your letter of 30 June which limited the time for our answer to 48 hours—too short to permit thorough consideration of the conditions you presented. We are studying the matter carefully.

Yours very truly,

CONSOLIDATED AIRCRAFT  
CORPORATION,  
R. H. FLEET, President.



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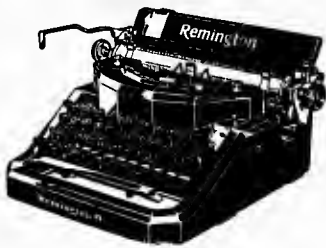
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# News From the Capital



Washington, D. C.,  
July Third, 1937.

**T**HE solons have come back from Jefferson Island, where a good time was evidently had by all, apart from the unmistakable mandate that Congress must remain in session until a few important matters have been disposed of. At the past rate of progress, this will give them all a chance to visit Ye Olde Home Towne about Christmas, and repack the bags and hurry back to Washington in time for the second session shortly after January First—some are more optimistic however and claim that the date may be Thanksgiving.

Action on the revised Court bill will have an important bearing on the date of adjournment.

However, aside from Congressional worries, one event shines out like a headlight in a storm. The Boy Scouts Jamboree. This is something worth seeing, and O Boy—aren't the boys having a good time?

Tents accommodating almost 30,000 boys, from all parts of the world, line the banks of the Potomac River. The Washington Monument has been selected as the center of all activities, and a large stadium erected for the various events. The Jamboree carries on for ten days, and each day brings a carefully chosen program of varied tours, trips, and other diversions for the visitors.

Two boys hiked from Venezuela. It took them almost two years to do it, and they wore out 24 pairs of shoes enroute.

It is reported that the gifts brought to the President already fill three large rooms in the White House. These range from horned toads, through totem poles, to Indian blankets. The President's staff is busy writing letters of appreciation, and the President is busy trying to figure out what to do with them.

There are also Girl Scouts, and a group

of Sea Scouts, in Navy uniform for whose benefit a sizeable battleship has been built. Only thing is that this ship is firmly attached to solid earth, being built from the ground up on Hains Point.

There are pioneer block-houses, Indian Tepees, covered wagons, and they say even ox-carts, for the visitor to review. Tons of food are prepared and avidly eaten daily. When one considers that this "young" army is in reality an army, (over twenty-five infantry regiments in strength) then you may realize the problem of its proper management.

Plans for the event have been carried on consistently for over a year. All necessary data is contained in a book which has been published and which is available to any Scout attending. The boys are a clean, up-standing lot of youngsters. They go about quietly, in orderly fashion, happy indeed to have this first-hand viewing of the Nation's capital.

A worth-while gathering, carefully planned, and efficiently carried out.

The galleries of both House and Senate are crowded these days. Lots of people listening to the debates. There's another reason, too—they are air-conditioned!!!

## Are You Interested In Models?

Mr. George Irvin, of the Production Department, has on display a small model built by a student of his aircraft school.

Mr. Hyatt H. Davidson, a student, has for several years been interested in the building of models. During the last two years he has built several hundred models ranging in size from 1/2-inch over all to 3 feet.

Recently because of his enthusiasm over the performance of the *Consolidated* flying boat, he decided to build a small model of the PBV-1. All who have seen the model feel that he has done a very good job.

Mr. Davidson is paying his way through school from the money he earns from building small models for people who are interested in them.

Anyone interested in having a model of the boat should see Mr. Davidson, who will be pleased to build the same in any size desired.

"I had to let my stenographer go because she wasn't experienced."

"What was the trouble?"

"She didn't know anything except shorthand and typing."

## Struts and Putts

By Ted Laven

THE employees of the Wing Department wish to extend their deepest sympathies to Roy Coykendall upon the death of his beloved Mother.

Matt Barthel made a fast trip to Lake Arrowhead over the holidays. No, he would not let us know if she was a blonde or otherwise.

Luly and Al are not seen together half as much lately. We wonder why? (Did she get married, Al?)

For a swell, candid camera shot you should see the one that Dick Biggs has of Sam "Slimy" Galasso jumping rope with "Butch" and "Cokie."

Who is the young man in the machine shop "Squirrel Cage" who went to Balboa Beach over the Fourth and almost never returned?

Mickey Burleigh, former pugilist, crooner, and playboy, is going to be married in the near future. We wish him success and happiness. ("He'll need it," says Bill Armstrong.)

Doug Barrett, stringer, is another young man who is to take the "plunge" this month.

Thanks to Mr. Herb Ezard for helping me get an interview with George Newman.

Forrest Cornelius denies the rumors pertaining to his marriage. (We wonder who the young lady is who picks him up on payday in his car.)

"Army" Armstrong says that the pay-off windows at the Del Mar race track are too small. (I don't see what difference this makes to him. He never had to go to a pay-off window at Caliente, so I do not see why the size of the window at Crosby's Del Mar track should worry him.)

Who is the young Rockwell Inspector who makes two daily trips to the Wing Department's scales? (We wonder if he is trying to gain or lose weight.)

Dick Biggs is leaving for Chicago soon. We wonder if he is going on a vacation or if he is just going to see if she is still true to him.

This month's best tip, "Do not go to the mountains for a rest."

Steve Powell does not want his name mentioned in this issue so we shall leave it out.

The "Red Robbins" wish to express to the boys of the Draw Bench Department their sincere appreciation and thanks for the very lovely and practical Toastmaster set.



### Welcome, Lt. McRoberts

*Consolidated* extends sincere welcome to the latest newcomer to its family—Lt. (jg) H. J. McRoberts, U. S. Navy, who will assume the duties of Assistant Inspector of Naval Aircraft, relieving Lt. Frank E. Deam.

Arriving here on June 22, Lt. McRoberts' last station was the Naval Academy at Annapolis where he took a post graduate course in the School of the Line.

He was graduated from the Naval Academy in 1929 and was ordered to duty at the Naval Air Station, Pensacola, Fla., for flight training in the fall of 1930. VP Squadron 10 F at Norfolk, Va., was his first assignment to duty after completing the course at Pensacola in 1931. It is interesting to note that in 1933 VP-10 received the first six *Consolidated* P2Y-1's.

Lt. McRoberts is no stranger to San Diego having been here with VP-10 late in 1933 for three months prior to the Honolulu flight in January, 1934. From June, 1934, to June, 1936, he was on duty with VS Squadron 11-S, U.S.S. Louisville, and visited North Island for short periods during that time.

Ken Brunig, low-pressure Don Juan, of Wings, found a nicer way to get rid of his money than racing. Take the girl friend to the tea dance at Coronado and, looking on so much loveliness (to say nothing of food), realize at last that it is dinner dance time and have to buy another meal in order to dance.

Bud Mathewson, 4490.

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# ... HIRAM PLOWBOY

Dear Hiram:

Got yore awful nice letter about gettin our splicin money back. I knowed you wuz powerful smart, Hiram, but that wuz a stroke of jeenous, thinkin of winnin the money at bank nite at the movies.

The fourth of July is over. We all went to the Pagoosa County Celebration at Sittinbull City as usual. Nobuddy got very bad hert this yere from shootin off fireworks, though. Jake Suttinger, the champeen chair sitter in Pagoosa County, broke his record of not moving for over 24 hours at a stretch, and mite hev set a new all-time record, but sumboddy dropped a big firecracker down the back of his neck.

The funniest thing that happened this Fourth wuz when a bunch of boys caught old man Bendybunt, the fattest man in seven counties, asleep in his favorite chair outside the general store and tied a three-foot string of firecrackers to his belt and lit them. The last we saw of him, he wuz headed for Mudhole River two miles away, and he wuz still runnin.

Brother Bob is crazy as ever. He hez bin hidin in the cyclone cellar the past week. You see it rained here for the first time in nigh onto seven year last week, and it scared him to death. He wuz caught out in it, and it's the first time he's ever bin wet all over.

All is forgiven about yore losin our splicin money, Hiram, now that you've got it back. I'll shore be glad when you get nuf for us to buy the Widow Klutterbuts' place and we can settle down.

Your sweety,  
Elmira.

Dear Elmira:

Wuz shore glad to hear from you and found out that you hev got over yore mad spell.

I'm writing this from a hospital room, so you can see the Fourth of July didn't go so very well with me. I've got an awful nice lookin nerse, so I mite be laid up for quite a spell.

You probably are wonderin how I shud happen to land in such a place, so I'll tell you all about it.

A bunch of fellers and me wuz at the beech the Fourth of July, and wuz in a hamberger joint eating sandwiches (with real sand in 'em) and I wuz settin on a big box marked "Danger—Explosives—Gilhooley's Super Giant Firecrackers." I hed just jest lit my pipe and dropped the match behind me when there wuz a terrific

"BOOM" and when I cum to, there wuz an angel bending over me. The angel turned out to be just a nerse, but the resemblance was there.

Most of the rest of the fellers in the Paint Department had very interestin week-ends, though they didn't land in the hospital like I did. Most of them were takin in Bing Crosby's new race tracks and Bing Crosby's new race tracks were takin them in, too. Of course sum of them preferred to be taken in at Caliente.

I want to tell you about one feller in the Paint Shop, Jack Russell. He wuz lookin over the company's fire extinguishers the other day for lack of sumthin better to do, and turned one upside down to see whut would happen. He wuz lookin down the little hose on the side at the time and he found out. Socko! The stuff spurted all over everythin.

Here cums my nerse now, Elmira, so must close. Mebbe we better think over this idea of gettin spliced up. You know, marry in haste and repeat at leisure, as they say in Hollywood.

Yore sweety,  
Hiram.



Several Consolidated "Cowboys" led by "Buck" Wilber of Experimental and Jim "Bad Man" Wilkenson of the Bench Department are practicing trick riding and expect to participate in local rodeos in the near future.

At this period they are serving as apprentices at Bar T ranch and at Lakeside "Stumping" Grounds. The picture above shows Wilber and Wilkenson and "Billy, the Kid." "Billy, the Kid" 's in the middle.

Wife: "Goodness, George, this isn't our baby!"

George: "Shut up! It's a better baby carriage."

# FEMME ~ NEWS



Lillian Griebner and Mary Eleanor Meredith are sojourning at Mission Beach for a month. "Seldom-Inn" is the sign on the door, so if you are fortunate enough to find them home, you might get asked in for some of their special "toast."

"Helen Morgan," none other than our own Louise Girodon, is very much in need of a piano these days to complete her role of "My Man."

Miss Fisher, or Femme News Editor, is such a grand person that even stray animals like to be near her.

The other evening Miss Fisher ventured forth to await the arrival of a street car. A large Persian cat suddenly took a liking to our Femme Editor and proceeded to follow her to the street car line. Miss Fisher tried to dissuade the feline to continue on his way but he persisted in staying with her. When the street car finally came, Miss Fisher and her protege both

boarded the street car together. Was her face red when the conductor politely informed her that "she couldn't bring her cat on the street car with her."

We can't blame the cat very well, can we? But, Miss Fisher, where did you buy the fish? No. 649.

Our reporter, busily engaged in looking over the crowd at the formal opening of the Del Mar Race Track on Saturday, July 2, spied Jane Dunn and Lucille Fisher rushing to the window for tickets on "Bright Pam." Guess the "ole horse" did all right by our gals.

Mrs. Smith: "Do your daughters live at home?"

Mrs. Brown: "Oh no, they're not married yet."

Jim: "Was that your best girl I saw you with last night?"

Joe: "Necks best."

NOW BILL, NO STUNTING AND PLEASE DO NOT STALL.

SAY LISTEN ST PETE, DON'T TRY TO TELL ME ANYTHING ABOUT FLYING, MY NAME IS BILL WHEATLEY.



CLAYT.



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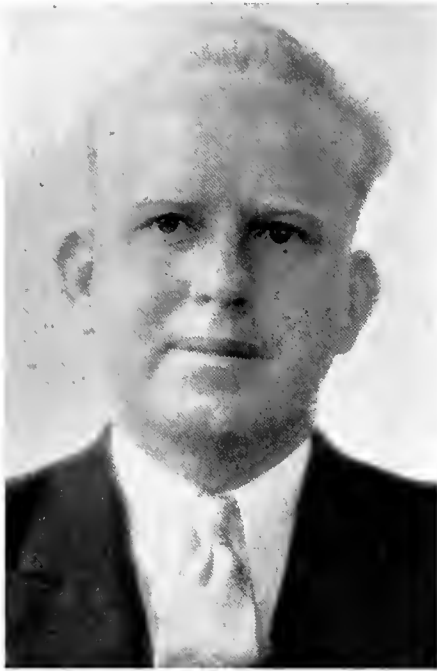
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CHARLES KINNEY

**D**URING the month of June, *Consolidated* contributed another vivid chapter to the already glorious history of aviation when its PBY-1 patrol bomber airboats soared to new heights of achievement.

On June 21-22, twelve of these huge conquerors of space accomplished the Navy's longest non-stop mass formation flight and made a world's record, when, under the command of Lt. Robert W. Morse, they flew to Coco Solo, Panama Canal Zone, over the wilds of Guatemala, Nicaragua, Costa Rica and Panama. Despite bad weather encountered on the journey, the approximately 3300 miles were flown without mishap in slightly under 30 hours. That the trip was an interesting one is evidenced by the following letter which was written to Bill Wheatley by Charles E. Kinney, *Consolidated's* representative enroute to and in Coco Solo:

Washington Hotel,  
Cristobal, C. Z.,  
June 25, 1937.

Dear Bill:

Just a line to let you know that I am still around after having experienced the "soupest" flying weather that the Navy personnel and our boats will see for a long time.

Upon our departure from North Island, all planes went into cruise position and climbed up to ten thousand feet, then settled on course south and everything went fine, flying left echelon, the entire squadron started the mass formation flight to the Tropics.

At ten thousand feet we had a head-wind of ten knots which continued almost all the way.

With the approach of night came a full moon, and it looked as if the flight would be under ideal conditions but at ten o'clock ahead of us thunder-heads approached and then we started flying blind. This condition existed the entire night and with the approach of dawn it looked as if it would

## CONSOLAIRCO "IN THE AIR"

break, but only for a short time after which the planes began to ride the thunder-heads and believe you me the planes were given a good test.

Lt. Eldridge spent considerable time plotting our course and telling of our position at half-hour intervals. The planes kept in constant touch with each other. The Sperry pilots did a great job.

After passing the lower coast line of Mexico the storm ceased and gave us our first glimpse of land since Monday afternoon. After passing the Gulf of Fonseca again the heavy cumulus formation of clouds closed off all sight of land and again we flew blind thru thunder-heads which were estimated as extending up to twenty thousand feet, making it impossible to get over, so the planes again started to go thru this "soupy" weather which extended across Nicaragua.

Upon our arrival on the east coast of Nicaragua we had our first tail-wind and clear weather ahead which aided us in arriving at Coco Solo at sunset.

We circled around Colon and Cristobal for half an hour before landing and it sure was a happy feeling to be on "terra firma" again.

The entire squadron secured immediately for two days, and within twenty minutes all planes were in hangars. This morning everyone was anxious to be back working.

The officers gave three cheers for the twelve Sperry pilots and all agreed that the planes were in excellent shape after going thru so many hours of tough weather.

This place is a little larger than Lindbergh Field. The hotel has the only hot water in Cristobal. There is one restaurant and that is in a bar. The meals at the hotel are very expensive and I am looking for vegetables which are very scarce.

Hoping this letter finds you in the best of health, I remain,

Sincerely yours,

CHARLES E. KINNEY.

(Mr. Kinney, a former Navy man, who studied meteorology, navigation and radio at Pensacola, has been with *Consolidated* for 18 months. He is a bachelor, young, and very adventuresome—Central America, South America, Honolulu and the Caribbean Sea being among the scenes of his travels. He has flown quite a bit commercially and, as he puts it, "would rather fly than eat.")

Further honor was merited by *Consolidated* on June 24, when Richard Archbold, Research Associate of The American Museum of Natural History, New York, flew his commercial PBY-1 airboat on a non-stop flight from San Diego Bay to North Beach Airport, New York. The *Guba*, world's largest privately-owned airplane, completed the 2700 mile trans-continental hop in 17 hours, 3½ minutes, achieving the distinction of being the largest airplane and the only airboat ever to span the United States in a single hop. An interesting thing about the journey is that less than two-thirds of the available fuel supply was consumed, there being enough left to have enabled the intrepid fliers to have flown to Newfoundland, or to Puerto Rico, West Indies, or to Bermuda and back to New York, all non-stop. Besides Mr. Archbold, the crew consisted of Russell Rogers, his Co-Pilot; Lt. L. R. Gray, U.S.N., ret., Navigator; William Wheatley, *Consolidated's* Chief Test

Pilot; Gerald Brown, Mechanic; and Harold Ramm, Radio Operator.

The *Guba*, (powered with two 1,000 h.p. Pratt-Whitney engines), is identical with the Navy PBY-1's, except that there is no armament or provision for same. It carries two-way radio, Sperry gyropilot and full blind-flying instruments.

Prior to his New York flight, Mr. Archbold flew his plane to Boulder Dam on a final demonstration flight and became the owner of the first seaplane ever to land on that body of water.

He also flew the boat to Lake Tahoe, California, where he practiced landing and taking off from its 7,000 ft. altitude.

Late this winter, he will use the *Guba* on an exploration expedition which he plans to lead into the New Guinea region. Leaving New York, he will fly to Honolulu, Midway, Wake, Guam and, finally, New Guinea. His demonstration flights are ample assurance that he will have safe, as well as comfortable, convenient transportation on his trip, far superior to the old methods of exploration, involving days of tedious, dangerous walking, with heavy loads of supplies.



Top—Richard Archbold, Russell Rogers.  
Bottom—Gerald Brown, William Wheatley,  
Frank Learman.

The non-stop mass formation flight of a squadron of twelve PBY-1's from San Diego Bay to Pearl Harbor, Territory of Hawaii, in January, and the identical one by another squadron which followed in April; the delivery flight to Port Washington of 24 PBY-1's on July 1; and the flights planned for the future; are proof that *Consolidated's* 1937 flying activities have not been confined to the month of June.

# UNION CORRESPONDENCE

Affiliated with American Federation of Labor.

AIRCRAFT LODGE NO. 1125

International Association of Machinists  
San Diego, California, July 11, 1937.

Major R. H. Fleet, President,  
Consolidated Aircraft Corp.,  
San Diego, Calif.

Gentlemen:

Although you have entirely ignored the union and failed to notify us of your actions Friday, July 9th, we have learned of them thru other sources. We understand that these actions of the company on Friday, July 9th, entailed a large reduction of personnel, a complete change of the schedule of working hours and an increase in pay. The union has understood that the company was to cooperate with them in all matters so vitally concerning our relationship and contract and are at a loss to understand the complete disregard of the union in this case.

In further connection with this complete disregard with the union we bring to your attention the fact that only two days previous to your actions of July 9th, you handed us your reply to our demands of June 30th. In your reply you stated that 48 hours was too short a time to permit thoro consideration of our demands and that you were studying the matter carefully. Then within the next 24 hours we find that you suddenly decided, without notifying the union, to put into effect these most vital changes concerning the welfare of every employee in your plant.

We wish therefore that at this time you would immediately submit to us a complete official notice of these changes and also give us a list of the men discharged on Friday, July 9th.

Yours very truly,

(s) GEORGE R. SMITH,  
Recording Secretary.

CONSOLIDATED AIRCRAFT CORPORATION  
12 July 1937.

Mr. George R. Smith, Recording Secretary,  
Aircraft Lodge No. 1125,  
International Association of Machinists,  
San Diego, California.

Dear Sir:

We note and acknowledge receipt today of your letter of 11 July 1937 in which you ask for an official notice of the change in hours and rates of pay covered by our action of 10 July and also for a list of the men we laid off on 9 July.

Coincidentally, we received a letter from C. L. Bentley who signs as Grand Lodge Representative of the International Association of Machinists advising that he has suspended all of the Executive Officers of Aircraft Lodge No. 1125, International Association of Machinists under the provisions of the constitution of that organization, and requesting us to govern ourselves accordingly in connection with our agreement of 26 April 1937 with Aircraft Lodge No. 1125, I.A.M. A copy of his letter and of our response is enclosed.

However, herewith is the signed notice of 10 July; the lay-offs were made by the various departments and no list has been compiled; there were some two hundred odd and (as provided by our said agreement) we will furnish you with the reason for discharge of any hourly employee who requests us to do so. By eliminating Saturday work and overtime we were able to keep 650 that otherwise would have been laid off at that time; even now some additional lay-offs must follow.

Would it be in order for us to inquire whether your letter of 23 June 1937 to Admiral King making certain charges against us (unfortunately right at a time when our bid for PBY-4's is under consideration) was directed by your Lodge, or by some Committee or written upon your own initiative?

Yours very truly,  
CONSOLIDATED AIRCRAFT CORPORATION,

cc: R. H. FLEET, President.  
Mr. C. L. Bentley.

Affiliated with the American Federation of Labor

INTERNATIONAL ASSOCIATION OF MACHINISTS

ORGANIZING DEPARTMENT

Machinists' Building  
Ninth Street and Mount Vernon Place N.W.  
Washington, D. C.

St. James Hotel  
San Diego, Calif.  
July 12, 1937

Major R. H. Fleet, President,  
Consolidated Aircraft Corp.,  
San Diego, California.

Dear Major Fleet:

I have before me an agreement dated as of April 26, 1937, between the Consolidated Aircraft Corp., and Aircraft Lodge No. 1125, International Association of Machinists.

This is to advise, that much to my regret I have found it necessary to suspend all of the Executive Officers of Aircraft Lodge No. 1125, International Association of Machinists, under the provisions of the Constitution of our organization, as well as some of the members thereof.

Therefore, your management will govern itself in accordance.

The writer will in the near future request that you grant conference with the proper officers of our organization, at which time I hope to have the pleasure of meeting you personally.

Very truly yours,

(s) C. L. BENTLEY,  
Grand Lodge Representative.

cc—Wharton  
Grow  
Lodge No. 1125

CONSOLIDATED AIRCRAFT CORPORATION  
12 July 1937

Mr. C. L. Bentley, Grand Lodge Representative,  
International Association of Machinists  
St James Hotel,  
San Diego, Calif.

Dear Sir:

We note and acknowledge receipt of your letter of even date wherein you state that you have suspended all of the executive officers of Aircraft Lodge No. 1125, International Association of Machinists under the provisions of your constitution, and request that we govern ourselves accordingly in connection with the agreement of 26 April 1937 between Aircraft Lodge No. 1125, I.A.M. and our company.

Yours very truly,  
CONSOLIDATED AIRCRAFT CORPORATION,  
R. H. FLEET, President.

P.S.—Herewith copy of letter of 11 July 1937 from Mr. George R. Smith who signs as Recording Secretary for Aircraft Lodge No. 1125, together with copy of our response thereto.

cc:  
Mr. George R. Smith.

Miss Elvy Kalep, the Estonian Aviatrix, visited Mr. Jack Frost on June 30. Incidentally, Miss Kalep was the first Estonian woman to pilot a plane and she received her instruction in Germany. She is now living in Los Angeles and says she loves Southern California. Miss Kalep is the author of "Air Babies."

## WELL, QUIT CACKLING

Indignant father: "Do you think it is fair, Bobby, after I told you there wasn't any Santa Claus, to go and tell the neighbors I laid your Easter eggs, too?"



Pictured above is George Richards, Tool Room Maestro, who with his pal Emmet Clark are proudly displaying one of three California Lynxes they caught while hunting between Rincon and Escondido.

With trusty Craig 30-40 rifles they spend their week-ends out in "the wilds." The cat looks fine but we cannot quite figure out the nobby hunting clothes.



Benny Leonard—Is he, or isn't he?

## Drop Anker

The Prof. was taking roll in a large lecture class. "Sidney Anker," he called, "Sidney Anker."

There was no reply.

"Is Sidney Anker here?"

No answer.

After a brief silence the inevitable still, small voice was heard to say, "Anker's away."

Here's the difference between a politician and a lady:

When a politician says, "Yes," he means "Maybe." When he says "Maybe" he means "No." If he say "No" he's no politician.

When a woman says "No" she means "Maybe." When she says "Maybe" she means "Yes" and if she says "Yes"—she's no lady.

He: "I am a bank examiner."  
She: "Well, I'm no bank."

—Bee Hive.



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## Au Revoir K. D. Wood



*Consolidated* is saying "So Long" but not goodbye to Mr. K. D. Wood who has been with us in the capacity of Aeronautical Engineer for the past year and a half. Mr. Wood left July 1 to become Professor of Aeronautical Engineering at Purdue University.

Although he has been on the coast only for a year and a half, Mr. Wood, while he was at Cornell was retained as a consulting engineer by *Consolidated*. He will return to that position while at Purdue so that *Consolidated* will not be saying goodbye to him. Since his arrival on the coast, Mr. Wood has been doing aero-dynamic work with wind tunnels at California Institute of Technology.

In leaving, Mr. Wood stated, "I am very pleased to continue my association with the Company in the capacity of consulting engineer."

On Saturday evening, June 19th, the Aircraft Inspectors' Association held their first summer social event—a real get-together and card party at the home of John Alls in National City.

A large number of Inspectors and their ladies enjoyed dancing, home movies, bridge and refreshments. Bridge was the most popular and a few of the brave even ventured to double a bid. As no one had a red tag it is believed that they got away with it—?

All present agreed that the evening was a success and are looking forward to the Picnic that is being planned for the latter part of July.

Clock No. 1014.

## Dots and Dashes .

● Who is the person in the Sheet department who took a broken glass ink well to the spotwelder? Page Larry!

● Three Tool designers have had vacation experiences to date. Wes Kline visited Zion National Park, Boulder Dam, the Petrified Forest and other points with his wife and new car, while Van Doren followed the next week with a vacation with family at their "Dude" gold mine near Ramona. Van claims he took a 12-mile hoss ride while there that was harder on "Barney" the hoss, than on himself. "Curley" Knight, keeping house while his wife was away on her vacation, was found one morning hoisting his trousers with one hand and frying eggs at the same time! It's tough, all right, when the wife takes the vacation and a fellow has to work!

● Wanted, one good male cook! 'Tis rumored a group of *Consolidated* girls went together and rented a beach cottage to enjoy a vacation while spending their days at work, and then lo and behold it was found that none of 'em could cook!

● Bert Gimber, custodian of production blueprints with Joe Maloney, has a habit of placing a lighted cigarette over his ear. Hasn't anyone advised Bert of the brush-fire hazard this time of year?

● C.L.R.S. (Alphabet) Smeltzer is recovering from an operation—in fact he was back and telling the boys about it before they knew it had happened.

● Robby Robinson, R. Knight and Charlie Tailer spent a day and night aboard the fishing barge, and besides catching about 150 pounds of fish, had an argument as to who was to occupy the lower bunk (because it was a foot or two closer to the rail. Some seamen!)

● Rob't Watt, tool fixture fixerupper tells of shooting Grizzly bear up in Alaska. He got one nice one, then getting all primed for a second one, his gun jammed. Says Watt to the bear, "Do you like my foot-prints? I'll make you plenty!" and he did.

● Walter Stoy, philatelist tool designer, has three suitcases full of stamps and a shoe box of first flight cancellations. Wait till Jim Farley hears about this!

We are glad to note that Bill Cameron, Experimental, is back on the job after several weeks absence.

No, the deep sea fish won't take Al Johnson's, Sheet, line. One fish to four trips isn't so good. We hear that his new address will be c/o The Kelp Beds.





**George J. Newman**  
By Ted Laven

**B**OTH as an individual and as a hard worker, George J. Newman is a remarkable personality. Between his home, his work, and his flying, he found time to grant this interview.

George, once you meet him you will find it very hard to call him Mr., got his knowledge of aviation mechanics through hard work. His father, George Newman, Sr., who was superintendent of the Curtiss factory in Buffalo during the war, was instrumental, along with Major Fleet, in forming what is now known as the *Consolidated Aircraft Corporation*. The elder George was vice-president and factory manager of *Consolidated* up to the time of his retirement in 1929. He is now the owner and president of the "Newman Brown Wholesale Optical Co." of Buffalo.

Even as a youngster, young George had a yen for mechanics. His boyhood was spent much like that of other young men, but as he grew, his ambition and his desire to get ahead grew with him. Upon graduation from high school (1923) he got his first job with *Consolidated*. This job was in the final assembly department.

After serving a little more than a year in this department his eagerness and his ambition to learn more got him his transfer to the welding department. From here he went to the wing and aileron department. In 1928 George became a stock chaser for *Fleet Aircraft* and it was in this year that he started taking flying lessons. Later in the year he obtained his private pilot's license. A considerable part of George's success, as a pilot, he attributes

to his personal friend, Bill Wheatley. Bill has been chief test pilot for *Consolidated* for a number of years and is one of the best-liked in the industry. Under Bill's supervision George has flown at least one of every type plane *Consolidated* has ever built. The majority of aerial photographs used by the sales department, here at *Consolidated*, were taken from the company Fleetster flown by George. During his years as a pilot George has had 1560 hours in the air and has just passed his third-class radio examination preparatory to taking his non-schedule, blind flying instrument rating. George has owned his own plane since 1930 and the Fleet plane, NC 289 H, is known in most airports throughout the country.

From 1930 to 1933 George was superintendent of *Fleet Aircraft* unit No. 3 and had charge of building most of the Fleet airplanes now in service. In 1934 he was made foreman of all wings, tail surfaces, and control surfaces. The following year he was sent here to San Diego, in charge of settling the *Consolidated Aircraft Corporation* in its present location. Three months before leaving Buffalo, for the West Coast, he was appointed Assistant Factory Superintendent and a Director. He still holds that position today. In the fall of 1936 George was sent to the *Fleet Aircraft Ltd.*'s plant in Canada to supervise the building of 21M, Wasp-powered advanced trainers for the Mexican government. He was there approximately four months before returning to San Diego.

George is a modest young man who possesses a "man of the world quality." He likes nearly everybody and everything. He finds many things outside of the aviation industry interesting. His friends here in the shop are numerous. Those who know him like him and those who are not acquainted with him still have a treat in store for them when they meet him. Although George has made numerous "coast to coast" flights, including one to Mexico City in 12 hours and 10 minutes, I could not get him to relate any exciting experiences. (If I made a flight to Los Angeles I would have a book full of them.) This is one time where his modesty got the best of me for it left me without a story. Oh well, it will be a great life if he doesn't weaken. I have a hunch that he won't.

Oh yes, Dick, he is a candid camera artist too.

*News Flash!*—Born to Mr. and Mrs. Walter Schwarz (Wing Group Engineering) a son, Wallace A.—6 pounds, 10¼ ounces on July 6—all doing nicely.

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**D**ARIUS GREEN in his quaint flying machine could hardly have envisioned the year 1937 when 1050 people and 14 tons of U. S. mail would be in the air every second of every 24 hours of the day on regular established airlines. Yet today this is common reality and is so generally accepted that it passes without comment. There are thousands of persons in this country at the present time to whom air travel is an everyday occurrence and who accept the accomplishment of being in Los Angeles one day and in New York the next, having enjoyed a good night's sleep enroute, as merely one of the benefits of living in this modern age. And so it is, so smooth is airline operation and the performance of the giant transport Skysleepers, yet to the novice air traveler there is much to see and marvel at.

American Airlines, Inc., the largest airline in the country covering 57 major cities throughout the United States, offers two schedules daily coast-to-coast with the only Sleeper plane service available on any airline at the present time. Passengers drive out to Grand Central Air Terminal, Glendale, California, and board the plane at 4:30 p. m. As they walk up the ramp and step into the plane the stewardess greets them and assigns them to certain seats. The seats in the new Skysleepers face each other and are wide enough to seat two, or a total of 28 passengers, although only 14 are carried on overnight hops. Between Los Angeles and Tucson, the first stop, dinner is served on tables which set up securely between the

seats. A delicious five-course dinner is served hot from the large thermos containers supplied in the kitchenette aboard the plane and is served with real china and silver. The days of box lunches and paper plates are gone forever.

After leaving Tucson the passengers play bridge or read or chat with the Stewardess until bedtime. Dozens of articles, such as magazines, cigarettes, electric razors, typewriters, stationery, toilet articles and even chewing gum are provided without cost to the passengers. There are even checkers for those who don't care to play cards.

At bedtime the seats are made up by the Stewardess into comfortable berths, six inches longer than an ordinary pullman berth and as wide as a twin bed. Separate dressing rooms for men and ladies with running water and all the comforts of home are in the rear of the plane. Many passengers retire right after dinner since they say they sleep better on the plane than they do at home. A great many large men say the berths are the only beds they ever found long enough to stretch out in. If you have never slept on a plane you probably say to yourself, "How can people sleep with the motors roaring in their ears all night long." You will be surprised to learn that one of American Airlines stewardesses' chief problems is the disturbance caused by snoring in the plane. The cabin itself is so quiet that a real good snore is audible throughout the entire plane. Recently, with a load of 13 passengers, only one man slept after retiring, for a considerable length of time. He was the man who

# Coast to Coast

By Carl R. Anderson

snored. The stewardess managed to disturb him enough that he rolled over into a silent position and so everyone slept soundly for the remainder of the trip. Hot ovaltine is served to those who desire it before retiring.

Breakfast in bed is a pleasant experience for most passengers. It is pleasant to some because they have wished for it all their lives but happen to be married to wives without this particular sense of the beauty of good living. Others who are used to servants who regularly bring them their coffee before they rise, find the American Airlines service in harmony with their normal home life.

Dallas and Memphis are the only other stops along the route and after breakfast passengers can enjoy the beautiful scenery of the eastern states, the Smoky Mountains, the Potomac river, Washington with its monuments and gleaming buildings, until they arrive at the Newark airport at 11:20 a. m. Cabs are waiting to take them into New York city and they arrive refreshed and ready for a full day's activities.

The Southerner leaves Los Angeles at 9:30 p.m. and makes four stops enroute to



SAY YOU SAW IT IN THE CONSOLIDATOR

# t Overnight

merican Airlines, Inc.

the east coast, Phoenix, Ft. Worth, Memphis and Washington, D. C., providing the only through service to the nation's capital from the west coast. Westbound planes leave Newark at 5:10 p.m. and 8:40 p.m., arriving in Los Angeles at 7:51 a.m. and 11:42 a.m. respectively. Fifteen hours and fifty minutes from ocean to ocean.

The combined efforts of a great many departments is necessary to make possible this seemingly effortless journey through the skies with all its attendant comforts. One of the most important is the mechanical or maintenance department. The workers in the hangars daily give each plane test after test to ascertain whether or not it is in perfect flying condition. Motors are overhauled completely after each 350 hours of flying and every screw and bolt must be tightened before a plane receives an okey for a trip. Day and night crews of mechanics are kept busy oiling, greasing and checking parts.

The operations manager has charge of the flight personnel and of the plane after it leaves the ground. He tells them when they can fly and where they can land, what altitudes to fly, and keeps in touch through



the radio with all ships in the air.

The station manager is in charge of all terminal activities and his job is to see that the interior of the plane is ready for flight. The commissary department works under him and cleans the planes thoroughly and places all supplies aboard, which includes a total of 1171 different articles on each plane as standard equipment. They are also responsible for the meals which are placed aboard, carrying out the orders of Mme. Pearl Metzethin, internationally famous dietetic expert, who plans and arranges for meals throughout American Airlines nation-wide system.

Reservations are handled by a staff of young men who are responsible for securing space for prospective passengers and arranging all connections and assisting passengers in any way which they can. The duties of the radio operator include the wiring of reservations from station to station as well as the handling of contact with planes enroute. The meteorologist's job is to keep ahead of changing weather conditions along the major air routes and advise the pilots and operations managers so that they can plan their flights accordingly. The whole weather office revolves around a constantly clicking teletype machine and a big map of North America and the Pacific Ocean. Covering the map is a maze of curved lines in red and blue crayon which represent air masses moving over the continent and the Pacific. Where these masses meet, weather changes take place. Before the pilot takes off on any flight he is given a full weather report and if indications along the route raise doubt

as to the absolute safety of the flight, the trip is not made. Passengers, mail and express are sent to the nearest clear station on the route by train.

The popularity of air transportation and the general acceptance it has achieved in the brief span of a few years is demonstrated not only by the number of passengers carried by American Airlines during the last year, but also by the prominence of many of the individuals. Among the 254,000 passengers carried in the past year were men and women whose names and achievements are familiar to the whole world.

Women who set the styles which other women imitate, men whose financial opinions are respected in the country's leading business offices, movie stars idealized by a nation and public officials whose every word and action is news, are but a few of those who have pioneered air travel and set the style for the rest of the world by traveling American. Babies and elderly people are everyday travelers on the Sky-sleepers, these luxurious kings of the skyways making it possible for many to travel who could not otherwise stand the rigors of the journey.

The man or woman who does not fly today is like the man of a few years ago who told his children to "Stay away from that darned contraption" out in front of his neighbor's house when automobiles were first put on the market. He is the fellow who today is mad at himself for denying his family the pleasures of motor-ing for several years before he gave in

(Continued on page 20)



# Here's News

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## \* Sports

THE first season of the *Consolidated* Eagles Soft Ball Team is well started now with a record of four wins in the first four starts. The season opened with a game with the Santa Ana Elks on June 5 which we won, 6 to 1. On June 12, Motorbank and June 20, the *Consolidated* Owls, the plant night team, bowed to the Eagles with scores of 2 to 0 and 14 to 0 respectively. The toughest game to date was with the Jacobson Sign Co. which went to 10 innings and ended up with a score of 4 to 3 in our favor.

Tentative plans for a Donkey game for Sunday night, July 4, fell through so the Eagles did not show their wares over the holiday week-end. A movement to substitute umpires for the donkeys was quickly squelched when it was pointed out that umpires are mostly the goats and are notoriously hard to ride.

On Friday night, July 9, a game was scheduled with Lockheed Aircraft. This was *Consolidated* Courtesy Night. Plans are tentatively laid for a game with North American on July 17, Mexicali on the 24th and another with Santa Ana on the 31st. These games will all be played Saturday nights on Monroe Field, if present plans go through.

A definite schedule of the games following this week-end has not been laid out but we plan on meeting some of the strongest teams on the coast. If these plans materialize, the team will travel on Wednesday nights and play in San Diego on Saturday or Sunday nights. All games are played at Monroe Field where there are excellent lighting and seating facilities and the use of experienced, professional umpires and the public address system keep spectators in close touch with the games at all times. The surplus of the receipts after expenses are deducted is to go to the Xmas Fund.

The players on the team are some of the best on the coast. Our two pitchers, Eddie Meyers and Willson Seacord both work in Maintenance and have an enviable record for strike-outs and field generalship. Meyers also has 5 runs to his credit—high for the team. Ed McCleary, on the receiving end of the battery, can handle anything they can pour in and makes unwarranted attempts to romp around the bases an unhealthy occupation. He "works" as Dispatcher in the Bench Department and is reported to be a man of parts—many parts. In addition to being the leading hitter, with an average of .358,

he helps the umpires with their decisions and is a wow in a poker game, having been known to win as many as 2 pots in one evening.

Tommy Johnson, who works in Experimental, covers the middle sack and is second in the batting order with an average of .333. The Jacobson Sign game was an expensive one for us because Tommy succeeded in pushing three of their huskies off first base but at the cost of a broken collarbone which will keep him out for at least six weeks. His place will be taken by Willingham of the Maintenance Department who has an enviable reputation in local baseball circles.

Hank Ondler works in the Wing Department and is tied for third place in batting honors with Eddie Meyers. He plays right field and substitutes for McCleary on occasion. Sam Galasso, from the Hull Department, holds down first and has displayed an ability to spear anything that comes his way. He has an uncanny record of 4 runs to date with only one hit.

Pete Grijalva works in Maintenance and holds down the hot corner. Between him and Pat Picagona on short, the left infield is a very unhealthy place for the ball to land. Picagona works in the Hull Department. Willard Luppke, who also works in Hull as a Dispatcher, divides honors on second with Tommy Johnson and is tied with Tommy in batting with an average of .333. Bill Larsen in left field works for the Sheet Department and gives a hand to the pitching staff when required. Chas. Adler also works the left field as well as relieving McCleary. Adler works in Final Assembly. Vinc Gilmore completes the roster. He plays in right field and works in the Tool Crib.

The main reason for the success of the team is the coach, Ed Ruffa. No team can win without good players but many a team of good players have been failures by lack of firm and intelligent coaching. Ruffa has displayed his ability many times over in that department and we are very fortunate in being able to secure his services.

Dick Emrick, our Night Superintendent, takes care of the business and finances and is assisted by a committee consisting of Bob Coombe, of the Maintenance Department, McCleary, and Seacord. Chas. McManus, Dispatcher in Final Assembly, has charge of advertising and Len Cleaver of the Finished Parts Stores, chalks up the runs.

We wish to thank Don Frye and Jim Kelley for their interest and cooperation which have done much to smooth the path

to what we hope will be a highly successful season.

The Inter-Department Soft Ball Leagues are going strong at this time and each team represented with its loyal followers are having plenty of enjoyment even though they are not "in the pay-off" spots.

In the American League Sheet Metal and Cutting are leading the pack and are closely followed by Planning and Finishing.

The Leadmen are on a rampage now and have pulled out of the cellar leaving Engineers to hold down the dark spot.

The Stockroom boys have a clean record in the National League but have plenty to contend with if they hope to stay ahead of such stellar outfits as Bench, Tool Room and Maintenance. Wings and Experimental are close on all their heels so it's still anybody's race.

Wing and Sheet Metal are knotted up like a couple of wrestlers and are joint-holders of top position in the Continental League.

Paint and Final Assembly are fighting it out for third place.

Hull and Padre Jr. are offering little opposition.

All in all it's a lot of fun so watch your bulletin boards for locations and time of games and drive out and see your friends "do their darndest." L.B.

## Victory Dinner

The Consolidated Soft Ball Team has enjoyed a very successful season up to date and celebrated at a Dinner on June 26, at the Plymouth Inn.

An interesting evening, that included talks by Jim Kelley, Don Frye and Coach Ed Ruffa was enjoyed by the team members and their many friends.

Future plans were discussed and a continuation of their winning streak is expected. We hope, we hope, we hope. L. B.

## Boxing and Wrestling Association

FOR some time we have attempted to organize a boxing and wrestling club. This idea was suggested to the employees, and, receiving a favorable response, plans have been made and we are asking for your support. In order to carry this out, a dance has been planned for Saturday night, July 24, at the Cafe of the World

in Balboa Park. The proceeds from this dance will be used to buy working and wrestling equipment, pay expenses, and to enlarge our Consolidated Welfare Fund.

The Association hopes to have a "Smoker" once a month, using our boxers and wrestlers as attractions. The intention is to have elimination bouts for competition in all weight classes. At the termination of the competition, a medal will be given to each champion and a boxing team, made up of men from all Departments, will be formed to represent Consolidated. The competitor in each bout will be awarded a merchandise order for his performance.

Membership in this Association is open to every man in the plant and any employee may use the boxing and wrestling equipment for training purposes. We have talent and we are looking for more members. So come on and support the club and come to our dance. In this way, the equipment for the fighters and wrestlers will be yours to use.

He: "May I take you home?"  
She: "Sure, where do you live?"

## Softball Scores

June 29, 1937

### AMERICAN LEAGUE

Sheet Metal	15	Inspection	4
Welding	6	Engineers	2
Planning	16	Spars	5
Paint	19	Leadmen	8
Cutting	9	Spot Welding	8
Finishing	13	Mch. Shop Tmpkrs.	1

### NATIONAL LEAGUE

Maintenance	8	Bulkhead	3
Stockroom	12	Final Assembly	3
Wood Shop	7	Wing	2
Experimental	10	Draw Bench	7

(Tank-Accounting game was not played.)  
(Bench-Tool Room game was not played.)

### CONTINENTAL LEAGUE

Sheet Metal—F.S.	15	Padre Jrs.	0
Paint	9	Final Assembly	0
Wing	9	Hull	0

### TEAM STANDINGS

American League				
Stdg.	Dept.	W.	L.	Pctg.
1	Sheet Metal	7	0	1.000
1	Cutting	6	0	1.000
2	Planning	6	1	.857
3	Finishing	5	1	.833
4	Paint	3	4	.428
4	Inspection	3	4	.428
4	Mch. Shop-Timekeepers	3	4	.428
4	Spars	3	4	.428
5	Welding	2	5	.285
5	Spot Welding	2	5	.285
6	Leadmen	1	5	.166
7	Engineers	0	6	.000

(Continued on page 18)

SAY YOU SAW IT IN THE CONSOLIDATOR

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INDIA AT B ST. SAN DIEGO

**BROWN MOTOR CO.**  
Also CORONA & LA JOLLA



RING card at 6:55 A. M.

Hike through shop to Employment Office. Try to read the morning paper, but men forget badges and identification cards and must be identified, and while I know most of them by sight, I have to make it legal for the sleuths at the gate by asking their clock number and checking it against their clock card. This occurs several times before the girls of the Personnel staff arrive. Of course, I do not deprive them of the opportunity of a sweet morning chat with the boys when they get on the job.

Now the whistle blows and gongs ring for the 7:30 shift; so I journey into the shop to the clock racks to check the cards not punched for the previous two days. When all the racks are checked, I find I have a total of 40 or more. At each Department desk I report on those visited the day before and check on the addresses of those to be seen that day. When all are checked and addresses (more often than not the wrong ones) are written out, I collect the key for the car that will be available for the day. Most of the time lately, it has been the one called by those who have had a few trips in it, the Gallopipum Geloppi. More about her later on.

Let's take the calls as I make them. The Band wants a hall to practice in. I know a man who has the address of a man who rents a hall in Mission Beach. He sends me to a lady who should know if the hall can be had, but does not, and she sends me to a man who is in the know but doesn't know. I tell him the first man said we could have the hall, so he says "O.K. \$2.50 please. You want it now or when the boys come to play?" "Collect when they come."

So I move on to visit a man who has

## A Day With a Welfare Man

been sick for a week, and his wife, to be a good sport, got sick too; so they were company for each other.

I hustle back to the office to have a notice typed to put on the clock so the band boys will see it and get ready to play for Sunday night baseball game.

Next stop, Mercy Hospital. There we have three men who have gone under the knife and need a word of cheer; so I deliver to them a good old *Consolidator* just off the press and the smile of appreciation that appears when they see it is something to behold. Our friend from 4956 Santa Monica Street is sound asleep; so I lay the *Consolidator* where he will see it when he awakens. His room-mate said he had a smile that would not come off when he saw it, and when next I saw him he had reason to smile. His wife was there with a beautiful baby who looks just like Dad.

So I go on to Room 354 where our friend Leo reclines in misery with his affliction which keeps him busy day and night. After giving out a word of cheer with the *Consolidator* and giving him the news of the shop that he asks for, I go on to Room 454 to see Max surrounded by feminine beauty. I tell him it must be pleasant to be sick and have such lovely friends. Give him a *Consolidator*, too.

Next I make a mistake and land on the Fifth floor looking for Friend Burrell. Get into the Maternity Ward, and knowing that youngsters are not on my visiting list for that day, I beat a hasty retreat to the floor below to find a very tired and sick patient in Room 369.

While waiting for the elevator, I notice my good friend, Frank Popp of the Night Owls and ask what he is doing there. He tells me that his wife is to be operated on

today which is an awful shock, for only two days before my wife and I met her on the street and she seemed well and happy then; so I speak a few words of cheer and ask if I can be of any assistance.

Thence down to Room 250 where our friend Gliebe is enjoying a visit with his charming wife and friendly chatter from one of his room-mates who has been in the hospital for five months and still likes it there. Well, his spirit is fine, even if his health is poor, for he described a fellow getting dressed for a motorcycle ride in language that was side-splitting and caused a gasp or two from those who had incisions in their sides.

Now I start for East San Diego to make a call on D. A. Stark. I visit a few moments there and learn that Dale must rest for two or three weeks.

As it is after twelve o'clock, I stop in and see Friend Wife and have a luncheon with her and the wee grandchild. Then I "hie awa'" to Lincoln Acres over some of the roughest roads in the country, up and down hills, on unpaved streets with the Geloppi bounding, rattling and wheezing, but I get there and find our friend with the mumps improving fast and ready to return to work. Going down steep hill on to cross-road look to right and left, no car in sight; fail to see stop sign and out from behind a bunch of bushes jumps an officer of the law. Hmmm.

Now to Chula Vista I go to visit a boy who has had a narrow escape from serious injury in a motorcycle accident; also one who had a back injury.

Then I drive to Palm City where Mr. Harrison informs me that he had hurt his back and wanted to rest a couple of days and would return the next day.

(Continued on page 19)

# QUALITEE

## Standards . . . Like Those of Consolidated . . . never vary

Uniformly rich, pure and fresh QUALITEE Dairy Products far exceed the standards set by law. Milk—Cream—Ice Cream—Buttermilk—Cottage Cheese—Butter—Eggs.

Ask Your Grocer or Phone Franklin 7144



SAY YOU SAW IT IN THE CONSOLIDATOR

# MOUNTAIN NEWS

By D. R. Kern

**F**IVE Mountingoats, "Spot" Blair, Bert Rowan, The Williamson Brothers, and "Russ" Kern did some real climbing over Independence Day, scaling the highest peak in Southern California—San Gorgonio (old Greyback)—which rises 11,485 feet.



West slope of San Gorgonio from 10,000 feet.

The ascent was made from Mill Creek Canyon, up the Falls Creek Trail, via Dobbs old cabin to Plummer Meadows, through that primitive, rugged, and picturesque region, up to the Divide—9,500 feet—where the boys camped for the night on a rocky knife-edge overlooking Dollar Lake and the Mojave Desert to the northeast and the towns of Riverside and Redlands to the west. It was a beautiful sight to see the lights of the towns 8,000 feet below.



North face of San Gorgonio

At daybreak the boys, after witnessing a beautiful sunrise, hiked down to Dollar Lake, 800 feet below the Divide and back for an appetizer and then cleaned up a stack of Bert Rowan's famous pancakes.



Dobb's Cabin.



Stone monument atop peak, reading left to right, Russ Kern, Frank Williamson and Joe Williamson.

After breakfast came the tough part of the ascent through the thinner air to the summit at 11,485 feet where a most wonderful view of Coachella Valley, Palm Springs, and the Salton Sea, more than two miles below, can be seen and it is a never-to-be-forgotten sight to look down on

San Jacinto to the south, San Antonio and the San Bernardinos (all peaks over 10,000 feet) to the west with their snow-capped summits glistening in the sunshine far below.

A plaque carried by the "Gang" was cemented to the highest rock at the base of the huge stone monument on the lofty summit listing the names of "Goats" and the date of their memorable climb.



The struggle up the summit.

Lon Miller of Sheet Metal made a rushing trip to Mexico to catch some fish but all he caught was a car full of sand.

## Ode To Consolairco

Home, home in the Shear Department,  
Where the boys push a file all day,  
Where seldom is heard a discouraging  
word,  
And the work goes on—day by day.  
John ("Cab") Holloway.

## FULLER PAINTS

*They last . . . .*

- PAINTS
- VARNISHES
- LACQUERS
- WALLPAPER
- GLASS
- MIRRORS

**W. P. FULLER & CO.**  
Seventh Ave. and F St. . Main 0181  
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**Bon Voyage! Gordon**

GORDON E. MOUNCE, former Assistant to the Manager and Demonstration Pilot, has decided to go European again but this time for United Aircraft Exports Corporation. Gordon entered his aviation career during the war, having enlisted in the U. S. Army Air Corps as Flying Cadet and assigned to Berkeley Ground School, California, for ground training, and to Selfridge Field, Michigan, for flight training. Upon his discharge from Selfridge Field in December, 1918, he received a reserve commission of Second Lieutenant. Gordon now holds the rank of First

Lieutenant in the Air Corps Reserve with ratings of Airplane Pilot and Airplane Observer.

Still being interested in aviation, he operated a flying field in Everett, Washington, using a J-1 Standard and a Hall-Scott Boeing. From 1927 to 1929 he was in the aerial mapping, advertising and student instruction business.

In 1929 *Consolidated* employed Gordon as Demonstration Pilot. He opened up a West Coast Branch for *Consolidated Aircraft* in 1930 and operated same until December, 1931.

He sailed with Major Fleet on a European tour in December, 1931. Major Fleet returned to the States in March, 1932, leaving Gordon in Europe as European Representative and Demonstration Pilot.

Upon his return from Europe in October, 1935, Gordon was made Assistant to the Manager and Demonstration Pilot and placed in charge of all foreign sales. Since then, he has made several trips to Mexico and South America. He holds a Department of Commerce Transport License, F.A.I. license and an Airplane and Engine Mechanic's License with over 5000 hours of pilot time.

We are sorry to see you leave and will miss you, Gordon, but sincerely wish you the best of success in your new job. Anyhoo—*Bon Voyage!!!*

Through the *Consolidator*, may we extend to all concerned our many, many thanks for the beautiful silver tea service. We are thoroughly delighted and assure you it is among our most valued gifts.

Irma and Bob Robbins.

**Sports**

(Continued from page 15)

National League				
Stdg.	Dept.	W.	L.	Pctg.
1	Stockroom	6	0	1.000
2	Bench	5	1	.833
2	Tool Room	5	1	.833
2	Maintenance	5	1	.833
3	Wing	5	2	.714
3	Experimental	5	2	.714
4	Final Assembly	3	4	.428
5	Tank	2	4	.333
6	Draw Bench	2	5	.285
6	Wood Shop	2	5	.285
7	Bulkhead	1	6	.142
8	Accounting	0	6	.000

Continental League				
Stdg.	Dept.	W.	L.	Pctg.
1	Wing	11	3	.786
1	Sheet Metal—F.S.	11	3	.786
2	Paint	9	5	.643
3	Final Assembly	5	9	.357
4	Hull	4	9	.308
5	Padre Jrs.	1	12	.077

**Gun Club**

WEDNESDAY evening shoots at Stanley Andrews' Indoor Range have become more interesting during the past month since the boys have been choosing sides and shooting as competitive teams. Scores are coming up enough to be encouraging.

On Sunday, July 18, the club meets Silvergate Rifle and Pistol Club in a return match at the Police Target Range, hoping with some justification to avenge their defeat of June 13, when Silvergate rather conclusively took the match 1840 to 1773.

Silvergate boasts a group of seasoned riflemen some of whom have excellent arms and it is no disgrace to be taken into camp by them. However, *Consolidated's* talent is far from lacking. Waterbury, Howard and Henry Golem, Tyner and Geo. Newman all have turned in very presentable scores, and from the records of practice shoots it is not too much to expect the defeat of the Silvergate Club in the coming meet.

Last month's scores are:

SILVERGATE	
J. Lutz	378
H. K. Shockey	372
H. H. Brotzman	369
Hal Smith	367
Joe Haynes	354
Total	1840
Average	368

CONSOLIDATED	
Bud Waterbury	366
C. M. Tyner	365
H. J. Schnaubelt	358
John Rosmond	355
Henry Golem	329

Total	1773
Average	354

G. KENDALL, Secretary.

*Nowhere a Finer Service*



7th Avenue at Date

**Benbough  
Funeral  
Parlors**

'PHONE F-2144

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SUGGESTION AWARDS

Reading left to right the winners of the suggestion awards are as follows: R. E. Collins, No. 8179, winner of first prize, S. C. McGuiness, No. 1002, second, and L. M. Best, No. 3469, third prize.

**A Day With a Welfare Man**

(Continued from page 16)

On my way back, I stop at the Y.M. C.A., C St. and Eighth Ave., and see how Webster of the Wing Department is. He reports he will be back in a week.

Next I go to 1515 Union Street and see J. F. McDonald who has asthma which liquid sunshine does not help and he must go to higher altitude. At 1629 Union Street is where Friend Konopnicki is sorting bolts and nuts. I gather up what he has sorted and put them in bags and—*whoa*—I forgot Peter Columbo at 436 A Street. I call on him and find that he has gone to the doctor's. Tell his wife and Bambino to take good care of Papa.

I then go up Fourth Avenue to 3647. There I find Frank Lessle who has a broken arm, but either he had the Gold Dust Twins or a real fairy to help him, for I was surely surprised when I saw about sixty pounds of bolts and nuts sorted in two days.

Now I drop over to Washington Street and go down Pringle Hill fast as we are late, then over Moore Street and under the viaduct onto Pacific Highway. I turn left and then right over the causeway for Ocean Beach where I am to look for 4828 Coronado Street and find 4828 vacant and lots on lots each side. So I write wrong address on my card and "hie awa'" for the office.

I arrive there through the thick traffic of cars leaving the plant. I get my report

book, run the car into the receiving room, unload bolts and nuts and mark them with name and clock number, turn in key at Mr. Golems' desk. At 4:35 I punch out on my card, bid those I meet goodnight, take my Galloping Lena and go up to the Union Building, Room 322 where I have my spinal column worked over to take out kinks from the dips we connected with on our 70 and more miles' journey.

I arrive home at 5:30, have a well-cooked meal, write my report, take a mile or two of brisk walk, then lay my weary bones to rest and call it a day of pleasure, which it has been, judging from the words of wonderment and praise for the company who pays me to make these calls, and to hear the pleasant thanks for the call and the desire for me to come again. All

of this makes one feel that he has done something to make a load lighter for the other fellow to bear.

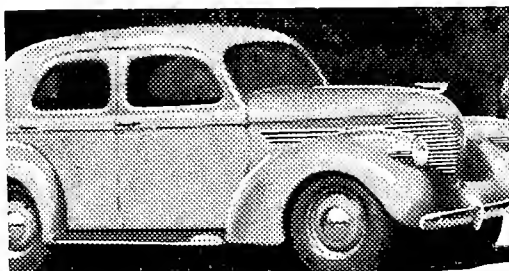
He: "Why do you call me 'Pilgrim'?"

She: "Well, every time you call, you make a little progress."—Pathfinder.

We wish to sincerely thank Mr. and Mrs. Glenn Hotchkiss and the boys of the Hull and Planning Departments, as well as all our other friends, for the beautiful flowers sent and the kindness and sympathy displayed in our recent bereavement.

HARRY FORSYTHE,  
RAYMOND COYKENDALL,  
ROY COYKENDALL.

If all horses say "Nay" where do little horses come from?



*Half* THE GAS  
twice THE SMARTNESS

- Synchronesh Transmission
- Bendix Over-sized Brakes
- Timken Bearings Throughout
- Features found elsewhere only in high-priced cars.

**\$495**

**A WEEK  
BUYS THE**

**Willys**

**DAVIES MOTORS, INC.  
1437-57 Broadway**



## Coast To Coast

(Continued from page 13)

and admitted automobiles were "kinda nice." He'll be spending three weeks driving through hot sun and dust this summer to New York when he could get there overnight for the same cost and feel like enjoying himself when he arrives.

## You Ought To Read!

"Sky Storming Yankee," by Clara Studer.

This most interesting publication, covering the life and exploits of Glenn Curtiss, should be read by all aviation enthusiasts. For the old-timers this book and its host of photos of early aircraft will bring back smiles and happy memories but the younger readers will probably be somewhat startled at what the "Early Birds" flew around. The book is a fine piece of writing and covers an interesting chapter of pioneer aviation.

L. B.

A son, Harold Nelson, was born to Mr. and Mrs. A. C. Blume, No. 1030 on June 9th. The Squirrel Cage and all others offer congratulations and thanks for the smokes.

No. 1040.

Miss Mamie Kipple of the Personnel Office returned July 6 from her vacation which took her to Los Angeles, San Pedro, and Southgate.

W. H. Cook, No. 1705 of Sheet Metal, was married over the weekend of June 26 in Los Angeles.

No. 1708.

Warren (God's Gift to Women) Mc-Can really shuffles a mean Donald Duck. Can it be the trees, or is it his uncanny way of quaffing the Short Beers he usually sets up to his friends. Mac, why don't you throw in the sponge?

Jim, No. 2411.

When evil tempts you, remember that Satan has a warm spot in his hearth for you.

## ✚ HOLIDAYS

Scores of *Consolidated* Aircraft employees are using air transportation this summer to obtain maximum benefit from vacations, according to Charley Urbach of United Air Lines. Under the fast, frequent schedules in effect, *Consolidated* employees planning vacations to points as distant as Buffalo, New York City and other eastern cities, have found that virtually no vacation time is lost in travel to their destination.

Through the Air Travel Discount Plan held by *Consolidated*, employees are able to take advantage of a special discount on air transportation. Arrangements can be made through the Accounting Department.

Accompanied by large areas of burned hide and blistered fingers, the *Consolidated* boys slowly marched back to work after the Independence Day week-end.

The opening of the Del Mar Turf Club attracted most of the boys. Led by Harry Miller, "Army" Armstrong, "Dr." Dugas, Sammy Houghton, and Ralph Reade, all handicappers of the first order, the boys had a great time. One nice thing about Del Mar is the fact that when you were tired of looking at the ponies, there were always the movie stars.

Don't mention "Rich Daddy" or "Indianatown" to Harry Miller or Larry Boeing unless you want to get crowned. . . . Arnold Blume, Chuck Hibert, and Paul Krueger tried their luck at fishing as did many others . . . the bright spots of Hollywood cared for many of the other boys . . . Laguna Beach was another favorite haunt . . . Jerry Swartz "did" Lake Arrowhead . . . Myron Drake of the Tail Group caught up with his sleep at home . . . maybe he is smart . . . Hank Golem watched the rodeo at Lakeside . . . Johnny O'Brien is showing a new set of nippers he acquired over the week-end . . . "Yogi" Clardy practiced his sailing lessons and darkened up his surface a few shades . . . despite the heat in the hills several of the boys took a mountain or two in tow . . . but Naseef was up in the air most of the week-end . . . the boys are coming around OK and with generous helpings of "Doc" McDonald's sunburn ointment they should be ready for action soon.

The *Consolidator* extends deepest sympathy to the Mother and Brothers of Robert Miller who died as the result of an automobile accident Monday, July 8.

### STROBEL'S BAVARIA

WILLI STROBEL  
Proprietor

*This never-to-be-forgotten  
feature of the Exposition*

3911 PACIFIC BOULEVARD

Dine and Dance

Good Food at  
Moderate Prices

Open Sundays  
and Holidays

### Morgan's Cafeteria

1047-1049 Sixth Ave.

Between Broadway and C St., San Diego

## AASE (ACE) BROS.

Lunches, Sandwiches, Cold Drinks and Tobacco  
Good Food Priced Right  
Conveniently Located

OPP. HAMMER SHOP

TWO LOCATIONS

OPP. WOOD SHOP

## Pit Barbecue To Be Given By Aircraftmen's Masonic Club

"But man is a carnivorous production;

And must have meals, at least three meals a day:  
Altho his anatomical construction admits some  
vegetables in a grumbling way,

Your laboring classes think, without a question,  
Beef, veal, and mutton, best for the digestion."

—Byron.

WITH whole-hearted endorsement of the opinion expressed by Lord Byron in the above immortal verse from his "Don Juan," the Aircraftmen's Masonic Club at its last regular monthly meeting, Tuesday, July 6th, 1937, voted to hold a genuine "Pit Barbecue" at El Monte Park, July 25th.

By a combination of happy circumstances our club has, in its Chairman of Entertainment Committee, Walter R. Borg, Sheet Dept., a past-master and culinary conjurer in the ancient and secret art and science of "Pit Barbecuing." Many a "Pit" has our Walter presided over in his barbecuing career. And we hasten to add here, with utmost earnestness, that Mr. Borg solemnly swears that a proper pit correctly constructed, and skillfully supervised, will take the toughest shoe leather for instance, and after the smothering intensity of ten hours' even heat in the bowels of mother earth, the aforementioned incorrigible animal substance comes forth from its extended fiery burial as tender as squab meat, and melts in the mouth like a spoonful of cup custard! So we can depend on the quality of the cookery.

"Here's how it's done," says Walter. A pit about six feet deep and of reasonable length and width is filled with hard wood, which is burned down to glowing charcoal. At this precise time the huge sides and legs of beef, wrapped in cheese-cloth, then paper, and finally butlap, and bound with wire,—are dipped in water and placed in the pit. The soaking prevents burning of the meat. The pit is carefully covered over then, and no smoke or steam is allowed to escape thru the sheet iron covers. Eight to ten hours is sufficient to turn the toughest old bull or steer into the tenderest, juiciest meat you ever ate!"

After this provocative description of our appetizing affairs, one can easily see why we felt in duty bound to share our feast with "The Brethren" and their families, so we take this opportunity of broadcasting the glad news.

For further and detailed information pertaining to our "Pit Barbecue Picnic" please consult Walter R. Borg, Sheet Dept.

We invite all Master Masons and their families to come and eat their fill, and



may "good digestion wait on appetite, and health on both!"

John E. Whitman, Secretary,  
Aircraftmen's Masonic Club.

### GIRLS

Girls who keep on slapping faces  
Don't see sights and don't go places.  
Girls who can't stand friendly tussles  
Should wear crinolines or bustles.  
Girls who act like elder sisters  
Seldom register with misters.  
Girls who will not kiss at partin'  
Don't get asked again—that's sartin'.

—Bee Hive.

"I'll be frank with you," said the young man when the embrace was over. "You're not the first girl I ever kissed."

"I'll be frank with you," she answered. "You've got a lot to learn."

## The Consair Male Chorus

There are still some openings for membership in this fast-growing organization. The rehearsals are held each Monday evening from 6:00 to 7:30 in the auditorium of The House of Hospitality near the west-end of Laurel Street in Balboa Park. If you are interested in developing your vocal cords, come out and use your voice. It is not necessary to be able to read music, as you can receive this instruction. All that is required is to be able to carry a tune, we will do the rest. Come out and look this bunch over. Visitors are always welcome.

W. A. Stutzke, No. 278, Director.

# MISSION BEACH AMUSEMENT CENTER

●  
Bath House Open Every Day

Until September 7

From 1 P. M. until 6 P. M.

Telephone Mission Beach 681

●  
Ballroom Open Every Night

Except Mondays and Tuesdays



By Bob Huggins

● "Butch" Cleaver reports swell progress on the part of the Planning Ball team. During the month of June the team won four games and lost one, making six wins and one loss.

McCleary, with an average of .648, is still leading the sluggers. In second place is Luppke with .562 and Matusek is still in the running with .550. The team is slugging the ball at an average of .456.

Two tough games are coming up on the Planning schedule soon, the Sheet department and Cutting. These two teams are at the present time undefeated, but our team hopes to change their tune.

● The unusual quiet that is so noticeable on Saturday mornings is caused by the conspicuous absence of the "Tracing Troubadours." They are a grand bunch of fellows sometimes, but it is hard to ascertain what times.

● Joe Maloney or "Gramps" as he is known to his friends is wearing a big smile these days. On July 1 his young grandson arrived from Buffalo, New York, with his mother and father, Mr and Mrs. Russell E. Johnson. Mrs. Johnson before her marriage was the apple of Joe's eye, but from all indications young David has taken her place.

● Unbelievable—But True.

Perry Ogden sporting a cigarette instead of the usual pipe.

Jean Giovanoli working and not talking to himself.

Tom Jones singing an operatic aria with whistling obbligato by Freddie Brady—applause by Bert Gimber.



Paul Gaughen combing his moustache. Lloyd Bender sitting still for ten minutes.

Ed McCleary laughing at a joke on him. Bill Liddle trying to act serious.

Bill Maloney rocking King Miller's baby to sleep.

Paul Willoughby talking about something else besides his girl friend.

George McAllister forgetting to use his expression "Ain't you got no home?"

Paul Krieger bringing proof to some of his fish stories.

Grace Koenig typing ten orders without making a mistake.

Carl Golem saying "please" to a member of his spares brigade.

"Don Quixote" Matusek with his wind-mill pitching.

● Margaret Coykendall reports that a recent fishing excursion was a big success, for the mosquitoes and poison oak. There were plenty of bites, but none of them were fish.

● Jack Whitman's report on a book that

is being sold by a local newspaper was so good Ray Hartmeyer bought one. Ray says that it was worth the dollar he paid for it just to leave on the table and make people think he is cultured.

### Aviation Dinner

The Irvin Aircraft Mechanics Association will give a dinner at the Maryland Hotel, Saturday evening at 6:30 o'clock, July 24th.

Mr. Randall Irwin, Personnel Manager of the Lockheed Aircraft Corporation, Burbank, California, will be the speaker. Mr. Irwin will discuss the manufacturing of commercial aircraft and tell of the new plans that his company has for training apprentice mechanics who have first had a theoretical training from other sources.


All employees of the *Consolidated* Aircraft Corporation are cordially invited. The cost of the dinner will be 75c a plate. Tickets may be obtained from Mr. Bill Hammond in the Instrument Department of the Final Assembly.

Motor Bank Finance Company's soft ball team and all *Consolidated* players wonder whether the Eagles are afraid to return their game? How about it McCleary and Second Manager?  
E. Liegel, 8210.

Was Ed McCleary's face red the other night as he "ran" toward first base and the band played "The old grey mare, etc."

It is rumored that William Jescke, Sheet Metal Inspector, is contemplating moving to Coronado. What is the attraction, Bill?

No. 2056.

## Louis M. Winn Optical Co.

506 Bank of America Building  
Fifth Floor M 3203

*Eyes Examined  
Glasses Fitted  
Broken Glasses Repaired*

Prices Moderate—Weekly Payments Arranged  
"Try Us and See"

## Mesa Flying Club News . . .



ABOUT eighteen months ago there were gathered together, at a home at Mission Beach, a handful of air-minded men who had had for some time the desire to fly and who until that time had found no method for gratifying that purpose, feeling that flying was a sport and a pleasure beyond their means to enjoy. However, they had the good fortune to come into contact with a gentleman who was the holder of a Transport Pilot License and who had a plan that would not only make their dreams come true but which would eventually give others the same opportunity. He was afterwards to be known as our operations manager and instructor. He is Herbert D. Naseef, Tr. No. 3018, and who has proved his ability, not only as a pilot and instructor, but as an organizer as well. It has been due in a big way to his tireless efforts and the co-operation of all the members of the club that has made possible the formation and the successful operation of The Mesa Flying Club, Inc.

The object of his plan was to make it possible for members of the club to obtain "flying time" for the unheard of rate of \$1.00 per hour and on that foundation the club has grown from a mere handful to more than forty members. Commercial Operators and other club organizers and pilots have stoutly maintained that no club could exist with such a low flying rate and that the club would soon go the way of many others. However, we have met that challenge by organizing with a plan to purchase our own airplane, adopting the idea of having only twenty members to one ship and proceeded to make the club a big success. After a short time we began to see the need for an advanced trainer. With the same plan as our base we began the recruiting of twenty more new members and soon took delivery of a brand new Porterfield Airplane powered with a Le Blond "70" engine. This brought the status of the club to forty members and our equipment consisted of a Taylor "Cub" as a primary trainer and the new Porterfield as a secondary trainer and the club has seen much activity since its beginning.

We are now based at "Airtech" on Lindbergh Field and our training is done at another field. Anyone who wishes to see us in action can feel welcome to come over any evening and see us at work. Our flying activity begins at 4 o'clock and we fly until sundown when the boundary lights are lighted around the field.

To date there have been three "private pilot" licenses issued to members of the club and since these men have passed their test they have been kind enough to take several of our members along as passengers.

The new "Private Pilots" are, G. W. Hopkins, Al. Griffith, and Robert Johnson. In addition to these three there are several others who are within a few hours of the time allotted by the Department of Air Commerce for taking their test and no doubt they will all of them pass with colors flying.

Not only are about thirty-five of our members flying alone but many of them have gone to commercial fields and after one or two "check flights" have been allowed to take a ship and fly it alone, which is recommendation enough for the type and quality of the training that may be had in our club.

The purpose of this article is to bring these facts to your attention and to inform you who are interested in flying that we have decided that the time has come when we are in a position to expand our club from forty to sixty members and to add another ship to our fleet, one of a different type from the ones we now have.

We are now offering to a very limited few, an opportunity to join with us in our new program and gain the following advantages with many others; the protection of joining a club that is incorporated under the laws of the state of



California; a club which has been proven a success by eighteen months operation, soloing approximately forty members in that time; a club that now has two ships of different classes, including a primary and a secondary trainer, and which will soon add another ship to its fleet; all of these advantages are topped by the lowest flying rates that are obtainable anywhere and far below the commercial fields. Then again you will become a part owner in three ships and by joining you will be starting on one of the most enjoyable and interesting of all "hobbies."

The "Cub" is available to members of the club at the rate of \$1.00 per hour and the Porterfield can be had for \$2.00 per hour. Do these rates sound interesting to you? Our third ship has not been decided upon as yet but will be of a different type with the rate correspondingly low. This will give us three different types to gain experience on.

This is a rare opportunity and one that we are not ashamed to offer to you. We feel that it is a real investment for you.

Why not fall in line with us and help us to put over our new program and in so doing satisfy your own desire to fly? Any one of our three ships will be at your command at almost any time.

If you are interested you may learn more about this plan by contacting any member or any officer of the club who will be glad to help you and will give you full details. Carl W. Hunnaman, No. 8054.

### Year'Round Economy, Efficiency

AND UNENDING APPRECIATION

### ELECTROLUX Gas REFRIGERATOR

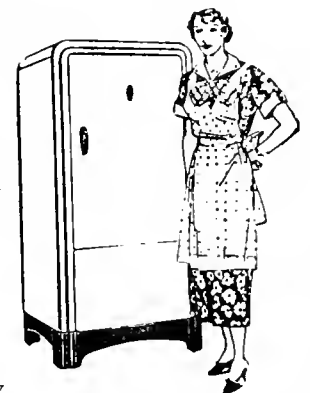
SILENT—NO MOVING PARTS

### W. H. HERMES

DISTRIBUTOR FOR SAN DIEGO COUNTY

941 Sixth Avenue

50 Steps South of Broadway



SAY YOU SAW IT IN THE CONSOLIDATOR

# This and That

THE *Consolidator* welcomes back into the family circle Miss Anne Howard who has just returned from her vacation in Buffalo, and Mr. and Mrs. Robert (Red) Robbins (Irma Sommer) who have returned from Buffalo, Niagara Falls and way stations.

Too bad that (Bay View Window) Grandstand had so many eye-witnesses at a recent ball game, I think he would have had a hard time explaining that elegant shiner he acquired in that recent tilt while attempting to catch.

Jim, No. 2411.



Just to prove that his charm is not only effective on the San Diego girls, J. J. Zamiska tries it out on the "California Cobra," on the beach at Del Mar. What we'd like to know, Zam, is how you manage to handle either one without fatal results! No. 4227.

## How Old Is Ann?

Mary is twenty-four years old; Mary is twice as old as Ann was when Mary was as old as Ann is now.

How old is Ann?

Bill Gilchrist 808.

Send your answers to Ye Editor.

## Have You Forgotten That

Our advertisers make it possible for us to print our magazine in the style in which we are accustomed to see it. The style of our magazine and the excellent subject matter between its covers make it good business for our advertisers to support the publication. Truly a magic circle.

However, it is absolutely necessary that our good friends, our advertisers, be told that purchases made by members of our family in their establishments, in preference to competitors, are made because "We saw your ad in the *Consolidator*."

Please, readers, use these magic words wherever possible. It will cost you nothing, it will take only a moment, but, in so doing, a great deal of good will be accomplished.

Probably, also, in looking over these pages, you will think of a few leading concerns which are conspicuous by their absence. Perhaps these firms are in line for your patronage, perhaps they already have it. At all events, you can do them and your magazine a favor by urging them to get on the bandwagon, thus not only strengthening the trade they already enjoy but in addition, opening for them new avenues of business. This is your magazine. Help it whenever you can. Strengthen the magic circle.

Only the brave deserve the fair, but only the rich can support them.

## Confidence

*Our Used Cars are*

- *Reconditioned*
- *Guaranteed*

No gamble with one of our **R & G** Used Cars

Any make and any model

### SAN DIEGO MOTOR COMPANY

Authorized Dealer of the Ford Motor Company

Broadway at 12th

*Franklin 5121*

There's the wonderful love of a beautiful maid,  
And the love of a staunch, true man.  
And the love of a baby that's unafraid.  
All have existed since time began.  
But the most wonderful love—the love of all loves,  
Even greater than that of a mother,  
Is the tenderest, infinite, passionate love  
Of one dead drunk for another. —Bee Hive.

You are urged to patronize the following merchants whose advertisement in this issue of the *Consolidator* make its publication possible:

Aese Bros. ....	20
Aiden Doiry .....	11
Baranov .....	Rear Cover
Benbough Funeral Parlors .....	18
Bonham Bros .....	4
Brown Motor Co. ....	15
Davidson Furniture .....	4
Davies Motor Co. ....	19
Exclusive Florists .....	10
Firestone Tire & Rubber Co. ....	10
Fuller, W. P. and Co. ....	17
General Petroleum .....	3
Goodrich Silvertown Stores .....	7
Goodyear Service Stores .....	14
Hancock Products .....	15
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Johnson-Saum .....	24
Lindbergh Cafe .....	3rd Cover
Mission Beach Center .....	21
Mission Cleaners .....	7
Morgan's .....	20
Motor Hardware Co. ....	6
Mountain Meadow Creamery .....	15
Parrish, A. E. ....	7
Pennzoil .....	6
Peterson Lumber Co. ....	2nd Cover
Piggly Wiggly .....	3rd Cover
Qualitee Dairy .....	16
Salmons & Wolcott .....	3rd Cover
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Sears Roebuck Co. ....	2nd Cover
Speer Flying Service .....	5
Standard Furniture Co. ....	5
Strobel's Bavaria .....	20
Tyce School of Aviation .....	6
United Airlines .....	11
Ward's Typewriter Service .....	4
Westgate Sea Foods .....	14
Whitney's .....	3rd Cover
Wines Coffee Co. ....	10
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**Unflinching  
Service**

**BURIAL  
MAUSOLEUM  
CREMATION  
SHIPMENT**

*The expense is a matter of your own desire*

## JOHNSON-SAUM COMPANY

Fourth Ave. and Ash St. MORTUARY Phone, Main 6168

SAY YOU SAW IT IN THE CONSOLIDATOR

# Use Budget Terms

\$5.00 secures delivery on...

Zerozone Electric Refrigerators... Buck Gas Ranges  
... Barton Washers and Ironers... Room-Size Rugs  
... Universal Vacuum Cleaners... Sonora Radios.  
Low cash prices in all departments... featuring a  
complete variety of necessities for the home,  
car, at practical prices.

●  
**FREE  
PARKING**  
at Crystal Palace Garage  
or  
**FREE  
DELIVERY**  
with every \$1 purchase

**WHITNEY & CO.** BROADWAY  
**DEPARTMENT STORE** 5th • 6th  
53 DEPARTMENTS and E Streets  
Over 100,000 items in regular daily stock

Where you  
**SAVE**  
Money--Time  
and Steps

**never**

was sound, dependable insurance  
more necessary than it is today...



**SALMONS & WOLCOTT CO.**  
INSURANCE COUNSELORS

Telephone Franklin 5141  
San Diego Trust & Savings Bldg.  
SAN DIEGO, CALIFORNIA

TURN TO

**PIGGLY  
WIGGLY**

**QUALITY AND  
ECONOMY**

## LIVING WELL BUT NOT HIGH

Plenty of Fresh Vegetables, choice cuts of Meat  
or good Roasts--Fruit, just now Watermelon--fine  
Oils or Mayonnaise for your Salads--some of  
hundreds of kindred Foods and Relishes--are  
offered in 26 Modern Food Markets for your  
table at the most reasonable prices.

TRADE AT PIGGLY WIGGLY AND LIVE WELL  
THERE'S A PIGGLY WIGGLY IN YOUR NEIGHBORHOOD

## LINDBERGH FIELD CAFE

□

ADMINISTRATION BUILDING  
LINDBERGH FIELD

□

*"The Home of Aviation"*

# LEONARD ELECTRIC

WITH THE

## *Master Dial*

See the New Models  
... at Baranov's



### *"Friendly"* CREDIT

Come in and see 1937's greatest refrigerator values . . . the modern LEONARD ELECTRIC with the "Master Dial" that permits you to control the temperature and operation of your LEONARD to secure the LOWEST Operating Cost . . . compare LEONARD features!

## NO Down Payment

### Features:

- Master Dial
- Vegetable Crisper
- Len-a-Dor Pedal
- Service Shelf
- Curved Shelves
- Rubber Grids  
in All Trays
- Utility Basket
- Interior Light
- 5-Year Guarantee

. . . for 56 years LEONARD has been famous for giving the public more for its money than any other refrigerator made . . . and for 27 years Baranov's have selected merchandise that assures the greatest values and satisfaction. We want you to come in, inspect the new LEONARD with the "Master Dial" . . . note the capacity of LEONARD, the many exclusive features. The values too are outstanding and you have the protection of a double guarantee . . . by LEONARD and Baranov's.

*A Model for Your Home!*

*and only*

**90¢**  
*a week*

**BUYS YOU A  
LEONARD**

★ **BARANOV'S** ★

Fifth Avenue



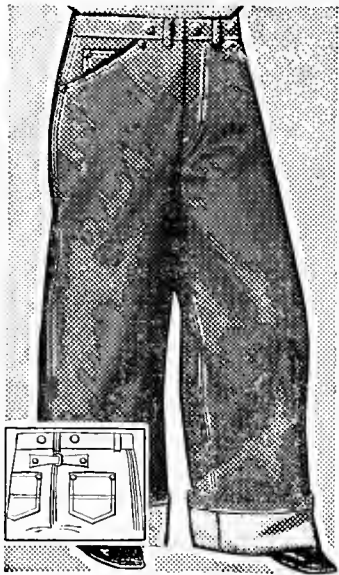
at Broadway



# CONSOLIDATOR



AUGUST  
1937



# Substantial Union-Made Work Clothes

AT SUBSTANTIAL SAVINGS

Sears feature a complete line of Union-Made Work Clothes . . . sturdily made to give lots of service and long wear.

## “Nationalls”

An all-over one-piece garment . . . Sanforized Shrunk in white, khaki, blue. Size 36 to 46 . . . . . **\$249**

## Shop Coats

Belted shop coats in white and khaki. Well made . . . 4 pockets. sizes 36 to 44 . . . . . **\$249**

## Shop Aprons

A practical and necessary article for the shop worker . . . Heavy blue material . . . . . **69¢**

## Band Top Overalls

Hercules quality . . . Sanforized shrunk . . . triple stitched seams, heavy pockets. Sizes 30 to 44 . . . . . **\$129**

Attend Sears' August  
**FURNITURE and RUG  
SALE**

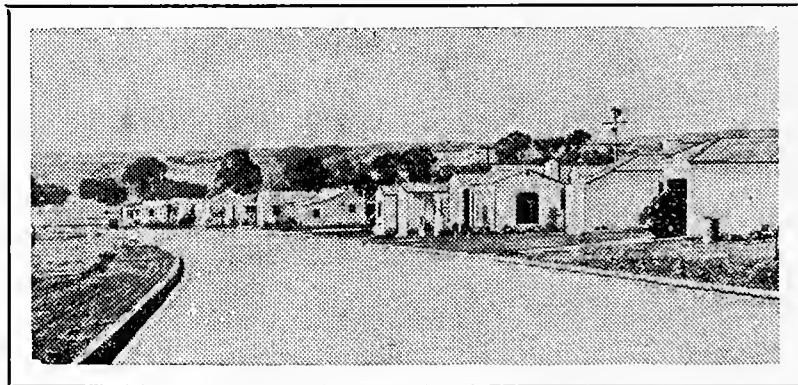
6th Ave.  
and C St.

**SEARS, ROEBUCK AND CO.**

Fran.  
6571

FREE PARKING AT JACK BOUDRIE'S LOT—ONE BLOCK NORTH OF SEARS

A Home  
of your  
**OWN**  
for rent  
money



Complete  
**F.H.A.**  
Financing  
Service

## 40 Families are enjoying life in . . . **BAY PARK VILLAGE**

Over fifty homes have been completed or are under construction in this rapidly-growing area. Investigate Bay Park Village advantages—planned development, sensible restrictions, oversize lots. Grocery and meat market in the business district is now under construction.

Phone Hillcrest 0401 for information.

“A PETERSON REALTY DEVELOPMENT”—5 minutes north of Consolidated on Pacific Highway

# CONSOLIDATOR

Volume 2

August, 1937

Number 8

## "Thanks"

**C**ONSOLIDATOR is appreciative of the prompt response to its recent appeal for articles suitable to its columns.

After all, the magazine is yours. In the final analysis it is written by and for all of us who work for *Consolidated Aircraft Corporation*. It serves the interests of all the departments; but it is careful to cater to no single one of them. In other words, its policy might be summed up thus: "*Consolidator*" endeavors always to be all embracing, or universal in its interest appeal. It carefully avoids any tendency to be exclusive. That it has succeeded measurably in its effort to furnish interesting reading to all of us, its continued popularity, and the value of the various articles, bear ample witness.

Many of the articles have a piquant personal appeal and make the magazine to a certain extent, a clearing house for friendly gossip and matters of human interest. Others, written by highly qualified technicians are presented in such an able, pleasing way as to furnish both entertainment and instruction at the same time.

In short, *Consolidator* is growing to be more and more a magazine which every type and class of worker in our plant looks for with keener interest and anticipation each month.

Keep up the good work! "The proof of the pudding is in the eating," and if all of us continue to want it and work for it, then it must be good.

*Consolidator* feels, without much fear of contradiction, that it is hitting the mark in its high aim at continued improvement, that it is filling a definite need, and amply justifying its existence.

Who, for instance, with the faintest spark of imagination, regardless of the assumed rudimentary interest all of us take in the subject—who, *Consolidator* repeats, can read the article in this month's issue, about "The Commercial Conquest of the Atlantic by Air" and fail to thrill with responsive enthusiasm for Aeronautical

engineering achievement? If there be any such, *Consolidator* has erred in judgment. Can there be an individual so callous to the concerns of co-workers that the human interest items leave him coldly unresponsive? *Consolidator* thinks not.

It is needless to remind its readers of the obvious interest its vigorously alive sports accounts arouse. And why not? The athletes of *Consolidated Aircraft Corporation* constitute the young, pulsing, vital blood of the Flying Boat Builders. They are the choice and master youths of the plant. Anything about them and their events has a perennial interest.

And so, *Consolidator* could go on and on, and never repeat itself, and never exhaust the topic when discussing itself,—its purpose, policy, and performance,—present and to come.

Many helpful suggestions have been received in answer to its cry for help. *Consolidator* is grateful for these offerings and is giving them careful consideration. It might not be amiss to emphasize here, while on the topic of contributed articles and suggestions, the importance of mentioning *Consolidator* when making purchases from advertisers. And it is of the utmost importance, when buying from them, to mention the name of the man who advertises. For instance: when two or more firms sell a single product, and the agent of only one of these firms pays for the advertisement in *Consolidator*, it is plain that *he* is the man to be patronized. Buy from that particular man, and be most careful to tell him "I saw your 'ad' in *Consolidator*."

Remember,—the "ads" pay for our paper. They keep it going. If you fail to do your part and fail to "play ball" with them, they in turn, cannot be expected to continue to pay for "ads" in this magazine. The inevitable result is plain to see,—sure death for our monthly publication. Its bright and sparkling pages will lapse into oblivion,—its effectiveness into an innocuous desuetude,—and its public shall know it no more. Of course its readers will prevent this calamity from happening.

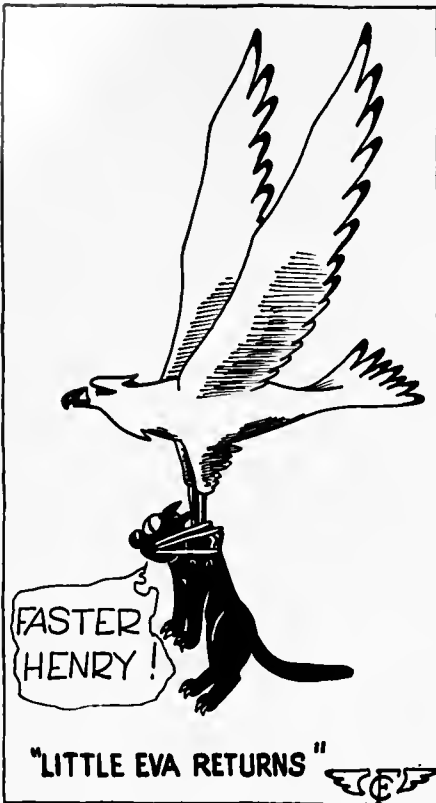
## THE COVER

Familiar to all but unknown to most is the fish pond in the corner of the patio. Located in the northwest corner, the pond is flanked by the walls of the Tank and Drawing Bench Departments. Although this space was originally left to take care of the plant transformers, it has been converted into a spot of beauty.

- Charlie Fornes, that Page out of Esquire, asked me to mention his name this month. (Now you can take a bow Charlie.)
- Art "Fred Astaire" Andress sure shakes a mean leg on the dance floor. (Is that what is causing those black circles under your eyes, Art?)

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### To "Little Eva"

Dear Editor of the *Consolidator*:

After reading the first article in the July *Consolidator* regarding the limited amount of articles published each month, I decided to do something about it.

Seeing as how we women like to read the *Consolidator* as well as friend husband, why shouldn't we contribute articles for our erstwhile husbands who are too busy to sit down and probably scribble a few lines. (After all it is the men's magazine and why shouldn't they take more interest in preparing copy for the press?) My husband gets a big kick out of "Hiram Plowboy," and so do I. We always read the magazine together and we always will be big boosters for your wonderful book. I think it creates a friendlier

attitude among the workers of the plant.

Calling all wives! Calling all wives! I am making a motion now—can't we do something for *Consolidated Aircraft's* magazine and write a column called, "With the Wives?" I think it's a swell idea. And you do too! I know you do.

Now in this column we could devote our thoughts to what our husbands do when they arrive home from work—tell their likes and dislikes and all in all give them a well-known razzing. And if friend husband can take it, well we shall certainly dish it out.

Women, ours is a just cause! Are we going to let a magazine go to phloocy just because of lack of reading material? No, of course we're not. Let's show these men that they can *never* outsmart a woman.

MRS. A. STIERINGER,  
3740 Florida Street,  
San Diego, California.

ED.—Why not?

### A Proposal

A young man made his stammering proposal of marriage to the lady of his own choosing. She thought a few moments and said, "There are three gates from the corner counting ours. You buy enough apples so you can leave half of the apples and  $\frac{1}{2}$  of an apple without cutting it at the first gate. At the second gate leave one-half of the remaining apples and  $\frac{1}{2}$  of an apple without cutting. At our gate, or the third one, leave half of the remaining apples and  $\frac{1}{2}$  of an apple without cutting it and have just *one* apple to bring through the gate for me and my answer will be "yes."

How many apples did he buy?

Send your answers to Bill Gilchrist.

●Mr. and Mrs. Max Polak (Experimental) also are happy over a new arrival—yes, it's a boy. The "gang" appreciate the cigars, Max.

### Welfare Fund

The announcement of the new station is of particular interest because of the arrangement existing between General Petroleum and *Consolidated*. In order to increase the size of the station, *Consolidated* leased a portion of its land to General Petroleum, in return for which General Petroleum will pay into our Welfare Fund one penny per gallon of all the gasoline sold at this station, less a nominal amount paid to the City of San Diego for land privileges. Patronizing this new station will increase our Welfare Fund, which, in turn, provides more money for our enjoyment and activities.

Last month, the General Petroleum Corporation, in a full-page advertisement in the *Consolidator*, announced the opening of its new gasoline station on Pacific Highway, across from the Employment Office Building. This new unit in the General Petroleum chain, affords *Consolidated* employees complete automobile service and includes free parking, not only on the large parking lot but also on the paved area adjacent to the station. It is rumored that plans are now under way to pave the entire parking lot, an area of 200x640 feet.

### Important!

Personnel Office asks all employees of *Consolidated Aircraft Corporation* to notify them immediately when a home address is changed. They emphasize the importance of taking care of this, and the reasons for it will be seen quite readily by all. Get in line, and "play ball" and help the other fellow as much as he wants to help you. All readers of *Consolidator* want to cooperate to the fullest extent. So each of you when you read this will remember not to forget. Give the Personnel Office your new home address as soon as you can!



## THE SMART HOUSEWIFE

Buys the food where she has a large variety from which to choose, plus pleasing prices. She will find both at her locally owned

## PIGGLY WIGGLY

FRIENDLINESS

COURTESY

CLEANLINESS

# The Brown Envelope

By Bud Buffat

WHEN someone at *Consolidated* wishes to send a communication to another office he does not climb up on top of his desk and wave signal flags, but simply places the written message inside of a brown envelope 7x11¾ inches, addresses it, places it in the wire basket on his desk and the mail clerk delivers it. In that way, with the combined aid of the brown envelope and ye mail clerk's walking shoes, inter-office communication is carried on at *Consolidated*.

All offices are supplied with the blank envelopes, but as some offices use more than others any surplus ones are distributed among them. The mail clerk delivers an envelope containing a message to the person to whom it is addressed, and when he receives the message he sends a communication to someone else in the same envelope after marking out his own name, and writing on the next line the name of the person to whom the message is to be sent.

This is an example of inter-office communication: Major Fleet's secretary addresses a brown envelope enclosing a communication and the mail clerk delivers it to Mr. D. G. Fleet. The envelope is re-addressed and delivered to Mr. Van Dusen, who later sends a message in it to Mr. Madison. The same envelope with another message in it is sent to Mr. Laddon, then to Mr. Maloney. He sends it to Mr. Nelson, who sends a message to Mr. Bob Jones. The envelope is delivered to various offices and filled with names until it arrives at the office of Mr. Leigh, and he sends it with a message to Major Fleet. Usually after the envelope has traveled through several offices at *Consolidated* it finally comes back to the office from which it originally started. If any office collects more used envelopes than they need, they are sent to other offices. Many inter-office communication envelopes pass through the offices carrying important papers, but every envelope has its own history written in the signatures on it.

POST CARD

Kernville  
July 29  
Hello Navy—  
If you get  
this everyone will be on  
their toes or 'samin'—  
Having a swell time up here  
in Kernville in Kern Congon on  
the Kern river in Kern County.  
'Russ' Kern



If the message is important, and one does not wish to have it lost, he just clips the open end together with a metal staple. The envelope is perforated with several large holes to show its contents, and perhaps for "ventilation." When the brown envelope begins to look like a page from a well-worn autograph album, it is discarded. Then a brand new envelope takes its place to go the rounds of the offices at *Consolidated*. An envelope may be covered with fifty or more names before it retires from active duty due to honorable old age.

It is interesting to know that one of those brown envelopes can follow you like a faithful dog. No matter how many offices it is sent to it always comes back if it holds any affection for you. The only way to get rid of it is to throw it away and start a new one. Even after its fifty-eight lines are filled with names the envelopes will come back to you, maybe a bit worn and wrinkled, but faithful to the end.

Two Engineers, Mr. Ernest Stout and Bob Holland, Experimental, are reconditioning a two-place sailplane which they hope to have in the air by the end of the month.

## Yes-Bird

A man went into a pet shop to buy a parrot.

"Here is a fine talking bird," said the assistant. "For years he was the companion of a big movie producer—weren't you, Polly?"

"Yes, sir!" shrilled the parrot. "Yes, yes, yes, yes. Yes, indeed! You're absolutely right. Yes, sir!"—*Toronto Globe*.

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Beautiful Music*

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Funerals at the  
Lowest possible  
cost . . . .

Terms to meet the  
requirements of each  
individual family . . .

# EAGLES ✚

ON Friday night, July 9, the Lockheed team met defeat by our Eagles to the tune of 15 to 0. The invaders put up a game fight but the combination of using a smaller ball and the long trip down added up to a handicap too great to overcome. We hope to return the visit in the near future when we will have a taste of working under the same handicaps.

The game was featured by a display of pyrotechnics by Seacord which drew the applause of the large crowd, many of whom had never seen soft ball played by a regular team. With a record of 15 strikeouts, no walks, and no hit thru the game to the ninth inning when, with two men out, Brown, their short-stop, got a hit landing him on first where he died a few minutes later when Seacord made his 16th strike out.

Two new members of the squad were on hand, Frank Meer of the Purchasing Department and Willingham of Maintenance. Willingham played short and also wielded a mighty stick getting 3 hits and 3 runs for 4 times at bat. The batteries for the evening were Seacord and McCleary for *Consolidated* and Cotton and Shepard for Lockheed and Widdle substituting for Cotton in the sixth inning. Especial comment should be given Cotton and the rest of the Lockheed team for the way they kept cool under very adverse conditions.

Les Crawford of Final Assembly announced the game over the public address system at the Park.

On Sunday, July 25th, we met "Jacobson Sign" for a return match. With Seacord and McCleary, the battery for the "Eagles" and Crafton and Fournier for "Jacobson Sign" the game proceeded scoreless until the 4th, when "Jacobson" scored two runs and "*Consolidated* Eagles" one. In the sixth, the Eagles started a batting spree which netted them five runs, leaving them on the long end of a 6 to 2 score when the game finished. McCleary and Seacord divided batting honors, getting 2 hits and one run each, both of McCleary's and one of Seacord's hits being good for two bases.

The following Friday night we met North American at Monroe Field. A large crowd witnessed the game, which was a close contest, with the Eagles leading with two runs up to the seventh, when "North American" started a batting spree for three runs. "Eagles" tied it up with a run in the last half of the seventh and both got a run in the eighth, making the score 4 to 4

at the start of the ninth. The "Eagles" retired "North American" in the first half of the ninth and Larson romped in with the winning run on Willingham's hit in the last half. The game was featured by the excellent battery for the "Eagles," Wilson Seacord and Ed McCleary. Seacord struck out nineteen of the twenty-seven who faced him, allowing only five hits and five walks. Worrall, pitching for "North American" struck out eight, walked four, and allowed ten hits. Ralston, their catcher, Larson, Willingham, Luppke, and Seacord, two base hits.

	R.	H.	E.
Consol	5	10	3
North American	4	4	4

After winning seven in a row, a return match with "Santa Ana" proved our downfall. With Meyers and McCleary as the battery, we hit a slump that struck a "new low" in Soft Ball. Santa Ana, with a picked team from their Orange County League led by Cornelius and Harnois, started off with three runs on errors in the first inning, obtaining a lead that was never threatened. In the third, fourth and seventh, the visitors scored additional runs to the total of seven. The "Eagles" lone run came in the third, when Sam Galasso socked out a long fly good for 3 bases, beating the throw home for the run after Gilmore flied out to deep center. Meyers struck out eight and walked six while Cornelius struck out nine and walked two. We hope we got all the errors out of our system in that game when we made seven to their one. Tentative plans for out of town trips are materializing rapidly, and with the return of Willingham, Larson, and Tommy Johnson, we hope to resume our winning streak. The box score follows:

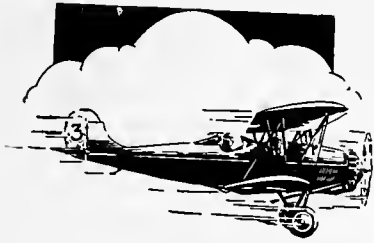
	R.	H.	E.
Consol	15	14	0
Lockheed	0	1	2
Consol	5	10	3
North America	4	4	4
Consol	6	9	2
Jacobson Sign	2	3	4
Consol	1	5	7
Santa Ana	7	8	1

● I wonder when "Dutch" is going to invite the boys up to his house for some good old German beer. (This is a paid advertisement.)

Milt: "I dreamed of you last night."  
Marge (coldly): "Really."

Milt: "Yes, and then I woke up, closed the window and put on an extra blanket."

# Mesa Flying Club News . . .



SINCE the July issue of the *Consolidator*, in which we announced the opening of a membership drive aiming at sixty members and to put a third ship on the line, much has happened. We have had considerable success, and quite a number of new members have been added to our roll. However, an explanation is due the readers of this magazine. This club is not restricted to employees of *Consolidated Aircraft*; but anyone of good repute and who really wants to learn to fly, is eligible. But we do want *Consolidated* employees to have first chance.

We should like also, to mention the fact that the charter members of our club without exception are employed here in the plant.

Our non-profit organization has been in operation for approximately twenty months, and by the careful management of our conscientious, efficient, and zealous officers we have a club which is unique and alive. Many clubs all over the country are patterning after us, and writing to us for detailed plans of The Mesa Flying Club. They want to build their clubs on solid foundations. Whenever the mention of \$1.00 per hour flying rate is made, it is quickly associated with the name of our club.

Visit us at the field at Airtech hangar and see us operate. If you desire more details regarding the set up come over to the field and you will find someone to give you the desired information. We are there any evening after 4 o'clock and all day Saturday and Sunday.

We wish to convince you that we are here to stay. We are making aviation history. We are doing our share to popularize the "sport of kings." Join us while there is yet time.

During the past week the fourth "Private Pilot License" was granted to one of our members by the Department of Air Commerce. Tommy Butterfield took his test and is now a full-fledged "Pilot." All of his training was received in our club.

On Sunday, July 11th, the writer was very pleasantly surprised by a visit at

Lindbergh Field, paid by Mr. Ray Herrott who is a brother member in the Lima Flying Club at Lima, Ohio. Ray is making a tour of the west coast and came here with the intention of paying us a visit and received a nice ride over San Diego in the Club ship. He expressed great interest in our club and enjoyed his little visit very much.

Sunday, July 25th, we received a visit from two young men from Buffalo who stopped in to say "Hello" to our Operations Manager, Bert Naseef. They were Dan and Al. Mueller, President and Vice-President of the Niagara Frontier Flying Club Inc. This club was founded by our Operations Manager, and is running yet. It formed the pattern for our present one here. They are on an around the world tour and have already visited several foreign countries.

On July 4th, a demonstration of two new "Cubs" resulted in placing an order for a new ship which has been delivered already, and has been flown since for about fifty hours. It is "a honey" and is a big improvement over the old one. Several other new ships were demonstrated and the new "Taylorcraft" won the hearts of most of the members. It is very likely that it will become ship number three.

Following is a list of the members who have soloed lately: Richard Meier, soloed the Porterfield from Camp Kearny July 3rd. Wing soloed the "Cub" July 1st, and Machado on the 10th. Mr. Remmert of the Sheet Metal Department soloed at the completion of his third hour and on his 24th birthday, July 21st. It was a proud day for him.

Next month we hope to be able to report that all the memberships have been sold and that the new ship (number 3) has been delivered.

Until then,  
Happy Landings!  
Carl W. Hunnaman, 8054.

*News Flash!* Born to Mr. and Mrs. George B. Clayton, Jr., (Engineering Department) a baby girl, Patricia Ann; six pounds even, August 8th, at Mercy Hospital, all in excellent condition. This breaks the long run of male heirs to Engineering sires, but keeps up their reputation as a prolific group.

She: Are you troubled with improper thoughts?

He: Why no, I rather enjoy them.

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# It Is!—It Isn't!

(Or how do you know?)

Editor of the CONSOLIDATOR:  
Dear Sir:

Why couldn't the CONSOLIDATOR give the hired hands a break and publish an explanation of the letters and numbers used to identify various types of aircraft? For example: PB2A, PBY-1, F4B4, etc. Also Department of Commerce markings. I am sure this would settle many arguments. Wouldn't it be possible for you to also print pictures of various Consolidated planes suitable for framing?

Sincerely yours,  
Don Drisc.

CONSOLIDATOR, always aiming to please, complied with the first request above and cheerfully presents the following article. CONSOLIDATOR regrets that mechanical difficulties make it unable to comply with the second request.—Ed.

**I**n a humble effort to maintain peaceful relations in the plant Consolidator takes this means of settling many arguments, which might otherwise assume fistic proportions (the pen is mightier than the sword—end quote), by lifting the veil of mystery that surrounds those until-now meaningless words and numbers appearing on aircraft.

As a prefix to the list shown below, we should mention that the letter "V" preceding the model designations means "heavier-than-air-craft" and it is generally omitted in every-day reference. The "X" denoting experimental, applies to Army and commercial aircraft also.

Lindbergh Field, San Diego, Calif  
Model Designation of Naval Airplanes  
Class Designation

Ambulance .....	VH
Bombing .....	VB
Fighting .....	VF
Observation .....	VO
Patrol .....	VP
Scouting .....	VS
Torpedo .....	VT
Training .....	VN
Transport .....	VR
Utility .....	VJ
Bombing—Fighting .....	VBF
Observation—Scouting .....	VOS
Patrol—Bombing .....	VPB
Patrol—Torpedo .....	VPT
Scouting—Bombing .....	VSB
Scouting—Observation .....	VSO
Torpedo—Bombing .....	VTB
Utility—Transport .....	VJR

Manufacturer's Letters

- A. Brewster Aeronautical Corp.
- B. Boeing Airplane Company.
- C. (Curtiss A. & M. Company (Curtiss-Wright Corp.

- D. Douglas Aircraft Company
- E. Bellanca Aircraft Corp.
- F. Grumman Aircraft Eng. Corp.
- G. Great Lakes Aircraft Corp.
- H. Hall Aluminum Aircraft Corp.
- J. (B/J Aircraft Corporation (Berliner-Joyce Aircraft Corp.
- K. (Fairchild Aircraft Corp. (Keystone Aircraft Corp. (Kinner A. & M. Corp., Ltd.
- L. Loening Aero. Eng. Corp.
- M. Glenn L. Martin Company.
- N. Naval Aircraft Factory
- O. Lockheed Aircraft Corp.
- P. Pitcairn Aircraft Inc.
- Q. Stinson Aircraft Corp.
- R. Ford Motor Company
- S. (Sikorsky Aircraft (Stearman Aircraft Co.
- T. (Northrop Aircraft Corp. (New Standard Aircraft Corp.
- U. Chance Vought Aircraft
- W. Waco Aircraft Company
- X. Experimental
- Y. Consolidated Aircraft Corp.

After glancing at the above, you might say "so what!" In view of the issue at stake we'll elucidate. In order to make sense the letters much be combined, such as XUBY, which, interpreted by your already comprehending intellect, should read "Experimental (X) patrol (P) bomber (B) manufactured by Consolidated Aircraft Corporation (Y)." (Editor's Note: The example is merely a coincidence; no propaganda intended.) Simple, isn't it? Here's a couple more to practice on: PBY-1 and XPT2U. Excuse us; we forgot to mention that numbers appearing on Navy aircraft marking indicate model number and type number, which explanation should enable you to identify the above in a jiffy. The solution to the first combination is: "Patrol bomber manufactured by Consolidated Aircraft Corporation, model 1." The second problem is naturally a little more difficult to decipher, but don't let that "2" in between "T" and "U" interrupt the continuity of your mental production line. It merely indicates that said airplane is the second development (experimental) of its type (patrol torpedo). By this time the whole subject must be a setup for you, but here's one more just to test you out: "F4B-4" (answer at end of article).

The Army Air Corps does not use letters to identify the airplane manufacturer but employs the name itself. Air Corps plane models are designated by letters, however, and the following list was obtained from a good source (in line with Consolidator's policy).



Army Air Corps

- A. Attack
- B. Bomber
- C. Transport
- PB. Biplane Pursuit
- P. Pursuit
- O. Observation
- F. Fighter
- OA. Observation Amphibian
- BT. Basic Trainer
- PT. Primary Trainer
- Y. Service Test

Let us suppose, for instance, that the Air Corps has called for bids on an experimental multi-seater fighter. The first model would be designated as "XFM-1" meaning "experimental multi-seater fighter, type number one." If the model proved successful, it would likely be given a service trial and would then be known as the "YFM-1." Assuming the airplane stands the service trials, a production order is awarded for "FM-1" planes. Note that the "X" has been eliminated and that "A" has been suffixed, indicating that the model is no longer experimental and this is the first production order. If a further development of this model is made, it will be first known as the "XFM-2" then it will pass through the same stages until a production order is awarded for "FM-2A" airplanes. The Air Corps method of denoting the number of the production order differs from that of the Navy in that letters are used instead of numerals.

Not to be outdone by the Army and Navy, the Department of Commerce has its own system of aircraft markings, which is as follows:

Department of Commerce

- C. Commercial.
- R. Restricted (racing, crop dusting, photo, etc.)
- X. Experimental.
- G. Glider.
- S. Owned by Federal or State Gov.
- N. Preceding other letter for international flying.

The Department of Commerce also publishes regulations governing the size, location, and color of these letters.

The numbers, of course, are license numbers which are allotted numerically as applied for.

"F4B-4" identifies the plane as a "fighter, fourth of its type, built by Boeing, fourth production order."

● When Steve Powell was a little boy (just a short time ago) he ran away from home and walked backwards all the way to New York. (Yes, he finally got onto himself and rode himself back.)



## WING LOADING

By Ken Bruning

● The beautiful person in the above picture is none other than our own Ed Bauer of the Wings. Ed is that famous "four for a dime" man. This particular picture seems to have backfired.

● Have you ever heard the term, "one big happy family," applied to the workers of any company? Well, the Wing skin crew are just that as far as social life goes. Lately all the single fellows have been getting together nights and weekends with their various girl friends.

● It's almost remarkable the way in which the boys can work together every day, go out as a group afterward, and yet get along harmoniously. There is no doubt that this spirit of brotherliness is noticed in their work. It's very seldom indeed that one ever finds a "sour puss" around that particular section of the plant and the work goes along quite efficiently. Two "outsiders" are also members of this "Wing Assembly." They are Henry Wolf of the Spars and Stanley (Smitty) Smith of the Stringers.

● Every Saturday afternoon finds the biggest part of the group at Mission Beach alternating between swimming, relaxing and wrestling. A few nights back nine of them and their girl-friends gathered at Ocean Beach on a roller skating party. The fellows who usually make up this group are George Shivas, Jim McCoy, Joe Campbell, Bud Mathewson, Ken Bruning, Joe Olett, Oliver Ladd, and the two named above. We're all looking forward to bigger and better times during the remainder of the summer.

● Ask "Baldy" Hershey why he thinks the mountains are very dangerous.

● We wonder why Mr. Paddock, of the Wing Department Paddocks, has to go all the way to El Centro to see a "Talkie" picture. Chee wiz, you sho' must have sumpin' down dere to go all dat way. (Did you see Sammy?)



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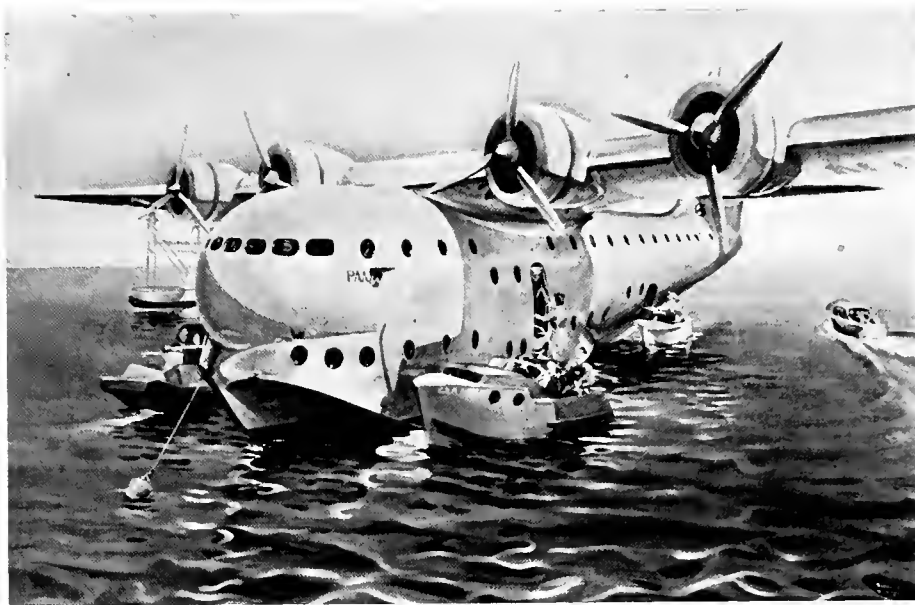
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## The Commercial Conquest of the Atlantic by Air

ONE of the most interesting aeronautical projects in progress today is the commercial conquest of the Atlantic by air. To those who are intimately concerned with the design of aircraft, and especially those who are engaged in analyzing performance data on present day aircraft, the ultimate success of the Atlantic conquest is a foregone conclusion.

To them the evidence is overwhelmingly in favor of success. It is hard to understand why commercial service over the Atlantic is not available today instead of several years hence. Most certainly, the technicians have demonstrated their ability to design aircraft to cope with any particular mission. The manufacturing facilities for producing the equipment are available, and the operating personnel are ready and eager to undertake the venture on a scale which would insure success.

The problem is being tackled from both sides of the Atlantic. The greatest success in this venture will come to those who push ahead hardest and fastest, who exploit the knowledge, facilities, equipment, and personnel available, to the utmost. This greatest success can come to the United States only by the rapid utilization of the means at hand. Profit must be gained by past experience. Above all, strong competition is needed. The conquest of the Pacific should bear this out. Here we see a monopoly leisurely developing the Pacific Air Service while business waits and hopes for reliable and rapid transportation.

With all due respect for the accomplishments which have been achieved, and for the visionaries who contributed to the service as it now stands, one can imagine at the same time what the status of this service would be had there been competition during its development. The present flying equipment certainly would have been relegated to the shorter legs of the route to which its design is more suited. The longer legs of the route would be utilizing much larger flying boats capable of making easily the trips in bad weather, and having the comforts and conveniences so necessary to this kind of travel. There would be few if any cancellations of schedules because of weather conditions. And probably, the service would be more frequent.

The problem of actually flying the Atlantic is not far different from that in the Pacific, as reference to figure 1 will show. The distances to be covered non-stop are comparable. However, the weather of the great circle route from New York to London is probably more severe, consequently the demands on the flying equipment over this route will be more exacting. This "Great Circle" route passes approximately over Eastport, a seaplane base in the northeast corner of Maine, St. Johns, Newfoundland, and Valencia in Ireland. Although the total distance is 3459 miles, the distance between St. Johns and Va-

lencia is only 1930 miles, some 500 miles shorter than that between the Pacific Coast and the Hawaiian Islands.

However, this route may prove unsatisfactory because of weather conditions, especially in winter, when the average wind will be approximately 25 miles per hour.

The southern route over Bermuda and the Azores, although some 30% longer (4500 miles total) has much better weather throughout the year. Fog is rare and the highest average head wind is only 20 m.p.h. Furthermore, the occasional storms which visit the Bermuda area are predictable in advance, because they first pass the Atlantic seaboard. This route also offers the additional advantage of having considerable traffic between Bermuda and New York where only a small fuel load would be carried.

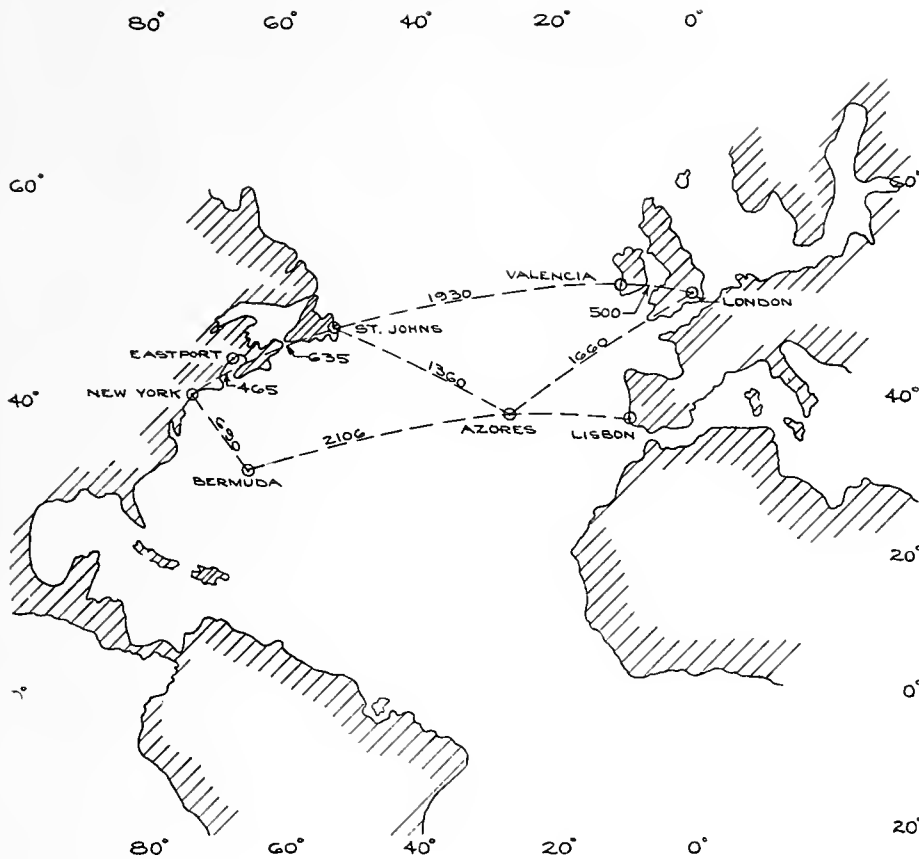
The longest leg of this route is only 2106 miles, approximately 300 miles shorter than the longest non-stop Pacific hop. Consequently there is no doubt that the available equipment will be able to repeat the performance achieved in the Pacific. However, there is no need for a repetition of the Pacific episode. It could be used as a step in establishing immediately, safe and comfortable service across the Atlantic. Experience indicates that safety, comfort, and reliability of service can be obtained readily by increasing the size of the flying units.

The fact that there is to be competition in the Atlantic conquest will result undoubtedly in much faster progress toward the larger types than has been made in the Pacific. But this competition will not insure supremacy for the United States. In fact, the rapidity with which the British have entered the conquest is a little disturbing and indicates that more stimulation is needed on this side of the Atlantic.

More activity in the United States would result if there were two or more operating companies on this side. Or if there must be a monopoly, two operating units of the same company in competition would achieve the same purpose and permit pooling of data and facilities of mutual benefit.

While such competition would be desirable to speed up progress in this country, it should not be necessary to prove the superior efficiency of larger sizes of flying units. The transcontinental airlines have been forced by economic factors to seek larger and larger airplanes. The same factors will operate even more acutely in the transoceanic services. People will demand more comforts and conveniences in the longer non-stop transoceanic flights.

**By T. M. Hemphill**



TRANS-ATLANTIC ROUTES  
NEW YORK TO LONDON

FIGURE NO. 1

NOTE:  
ALL DISTANCES ARE LAND MILES

## Bends and Bands

A COMPLETED airplane with its smooth, sleek lines is a beautiful sight; but it is difficult for the ordinary person to imagine the complexity of its plumbing system.

Formerly, most forced landings were traceable to gas or oil line trouble. But today, even the most skilled plumber would be helpless trying to locate trouble in a modern fighting plane if the lines were not marked. To this end, and for purposes of inspection and replacement of an airplane plumbing system, the end of each length of airplane tubing is marked with a color band or combinations of color bands.

The fuel line, which of course is all important, is marked with single bright red bands. Lubricating Oil Lines carry single yellow bands. On ships using liquid cooling agencies it is necessary to distinguish Prestone from water lines. Thus Prestone is distinguished with a band of white on either side of a single black band, while water lines are marked with a single white band. Fire extinguisher lines have single brown bands. Seagoing craft carrying flotation equipment for emergency purposes have their lines marked with single light blue bands. High altitude ships equipped with an oxygen system use single light green bands on these lines. Lines to the air-speed indicator are marked with single black bands. Manifold Pressure lines have white and light blue bands. Vacuum lines white and light green. Hydraulic Pressure oil lines light blue on both sides of a single yellow band. Compressed air lines carry a pair of light blue and light green bands, Exhaust Analyser lines carry a light blue and brown combination.

This plant has adopted an interesting and unique method for applying these color bands. Bands of various colors are painted on specially treated decalcomania paper. The color is applied as a transfer operation, thereby eliminating the necessity of waiting for individual colors to dry, and also lessening the danger of colors running.

We want you to know that "Benny" Leonard's gang turned in a swell job. The system was developed by Orville Hubbard, who deserves credit for his seemingly easy solution of a tough job.

These demands can be satisfied immediately by operating larger flying units.

Furthermore, there is nothing to fear in the construction of large flying boats. The DO-X weighing well over 100,000 lbs. was flown so long ago that it has been forgotten almost. A modern version of a flying boat of this same weight is shown by the artist's sketch of figure 2.

Studies of the required performance and the performance to be expected from various flying boats indicates a boat of approximately this size would be a logical starting point for transoceanic services. It is agreed, quite generally, in aeronautical circles that the larger sizes are more efficient. Why start with less than could be obtained? Anything else will have to be replaced soon, if the competition is keen.

It is recognized also that a craft employing four engines is probably the best for transoceanic service. Therefore, the starting point should be the highest gross weight which can be lifted from the water with four of the most powerful engines

obtainable. The design of the craft should provide for an increase in gross weight as soon as more powerful engines are developed.

A flying boat such as that shown could cross the Atlantic easily non-stop with 15,000 lbs. of payload, at two hundred miles per hour. At this speed the trip would last less than a day, and would not tire the passengers. They could be afforded every convenience for complete comfort. There would be sufficient room for them to move around and enjoy the milder forms of recreation. If the craft were to fly making two stops proportionately larger payloads could be carried.

People who travel will demand the best service possible, and the company who will give it to them will be assured success in this great Atlantic Conquest.

The author does not claim the data presented herein to be original nor can he testify to its accuracy. It represents data which has accumulated over a considerable period of time from various

sources, and compiled by various people whose help is appreciated and acknowledged.



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**MACHINE  
SHOP  
DRIPPIN'S**

THE Del Mar track is closed for the season! The track's closing brings a sigh of relief to many of the men in our department, including myself, who took beating after beating trying to prove that you can beat the horses. Among those from our shop whom I noticed at the closing day at Del Mar, were John Myers, John Worobec, Elmer Buschbaum, Harry Miller, Lou Miller, and Bill Liddle.

The prize for committing the best boner of the season goes without a doubt to Bill Liddle. He bought a ticket on a certain horse and after the horse came in paying a good price, much to Bill's embarrassment he couldn't find his ticket. Needless to say Bill hasn't got over it yet.

Yes, the season is all over now, but next year when Del Mar reopens, you can bet the same fellows will be back there rooting for their horses to hit the wire first, and undoubtedly still trying to find a way to beat the ponies.

Henry Golem, Jimmy Patten, Fred Otto, Art Scodes and myself journeyed to Los Angeles several weeks ago to witness the fights at Gilmore Stadium. Art, who is a good friend of Alberto Lovell, the coming heavyweight champion, so we all think, worked as a second in Lovell's corner during his fight, and brought him good luck, as Lovell won an easy ten round decision. Henry has his car fixed for sleeping in the back so Art, Fred and I slept most of the way home. All the fights were good and we all enjoyed ourselves immensely

and are looking forward to our next trip to Los Angeles.

Bob Williams has just returned from a month's vacation, during which time he motored back to Buffalo. He says he had a fine trip but was glad to get back to San Diego.

"Red" Smith motored to Long Beach in his recently purchased Ford. On his return he was lamenting about the gas and oil his car used. "Pop" Felton offers the suggestion that Red buy a '29 Buick like he has. Pop says his Buick runs on air.

In our ranks has arisen one of the foremost tennis instructors and enthusiasts of the vicinity, namely Matty Wielopolski. On Sundays he may be seen trying to put over his points to some of the boys in the shop, but somehow it seems to be one thing to read how tennis should be played and another to play it. Matt has read all the leading authorities on tennis and still he gets beat. He is thinking very seriously of hiring Don Budge to coach him, but then he figures he will be so good that no one will play him. Well, Matt, if you ever think of giving up the game and want to take up a sport where you won't have so much grief, whatever you do, don't start playing golf.


By the look of some of the fellows in the shop it goes without saying that many are spending their week-ends at the beach. Lou Miller takes the prize for the best sunburn. He came in one Monday morning, looking like a broiled lobster, his face was that red.

**Jim Morris--Fighting Man**


During the World War, it seems that there were three tired soldiers returning to the trenches after a brief foray into the enemy lines. One was a Frenchman, one an Englishman, and last but not least our own well-known Jim Morris.

The three of them were very carefully endeavoring to find their way back to the home trenches and they came upon a shellhole in which were about twenty sleeping Germans. The Frenchman, eager to revenge his fatherland, exclaimed, "Ah! We will kill the pigs while they sleep!" The Englishman, being more merciful, said, "No—better to take them prisoners." Jim Morris was the last to speak up. He hadn't had a very eventful day, so he yawned, and exclaimed, "Hell, let's wake them up and have a fight!"

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## SOCCER GAME

By Larry Boeing

THE "Consolidated Wings" Soccer club dropped a well-played game to a team from H.M.S. Exeter during that boat's visit to San Diego.

With but two days' notice before the game and having been inactive for the past six months, the boys turned out with plenty of vigor and held their own for three-quarters of the game but the experienced boys from Merrie England had them gasping during the last quarter as they piled up points to cinch the game.

The Sailor Boys wasted little time forging out in front with 2 goals to the good but the Wings fought back and scored 3 times in quick succession to take the lead. The local marksmen accounting for the goals were: E. Roekle, Earl Aase and Cliff Lessing. Shortly before the end of the half the sailors scored a brilliant play and the teams were all tied up as the half ended. The second half was a continuation of the fine-played first half. The Wings continued to show stellar performances but the lack of training took its toll. The British boys gave a fine exhibition of how the game should be played and scored three goals in quick succession to take the game 6 to 3.

"Dutch" Klein gave the fans a treat with his "saves" under the bar, proving there is life in the old "dogs" yet.

Finn Aase proved to be one of the best players on either team. Ernie Roekle, working like a horse, scored from a hard angle, probably the most beautiful play of the game.

The collision in mid-air between Chalkley of H.M.S. Exeter and "Scotty" Doig resulted in cracked ribs for both boys and a beautiful "shiner" for Scotty. Ball control and the footwork of Parks of the British team was marvelous to watch.

Consolidated was well represented in the stands. Major and Mrs. R. H. Fleet, Don Frye, Jim Morris, Geo. Wire, and many others cheered the boys along and enjoyed the game. The Exeter boys turned out in full to back their "Boys in Blue" and were led by their Sports Officer, Mr. Hellwalker.

After the game both teams had "canned" refreshments and spent a very enjoyable evening together.

The boys are all looking for a return engagement and send "Bon Voyage" greetings to the winners.

The line-up:

Consolidated "Wings"

Klien (Hull)  
Lieberman (Bench)  
Galley (Hull)  
Faltus (Exper.)  
F. Aase (Lunch)  
Doig (Hull)  
K. Aase (Lunch)  
Woerner (Final Ass'y)  
Roekle (Cables)  
Lessing (Hull)  
E. Aase (Lunch)

H.M.S. Exeter

Jones	Way
Lukehurst	Sparks
Trim	Northey
Morgan	Langhead
Chalkley	Evans
Lovesay	

Consolidated scores—Roekle, E. Aase, Lessing.

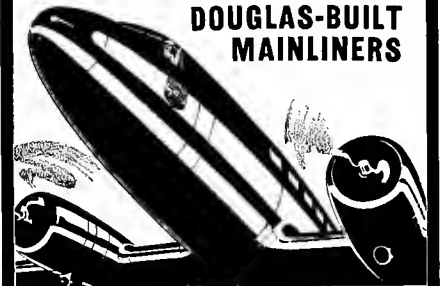
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THE experience of nearly a million miles of transpacific flying on regular schedule—the record, to date, of Pan American Airways on its U. S.-Orient route—would indicate that the key to success in transoceanic flying is largely a matter of careful preparation. To the technical student of the history of Pan American Airways' two years of operation in the Pacific, the watchword, "Careful preparation!" occurs with such regularity as to warrant full and serious consideration.

It occurs in training. It occurs in maintenance. It occurs in all phases of operation. Its appearance in training should have special significance to the personnel of *Consolidated Aircraft Corporation* since a recent addition to the rapidly growing fleet of flying ships of the Pacific Division of Pan American Airways is an eight-ton *Consolidated Commodore* with the unique assignment, for such a large ship, of serving as an advance training ship for the junior flight officers recently assigned to the transpacific service.

Behind them thousands of hours of overwater flying across the Caribbean and down the coast of South America, the junior flight officers, under the direction of seasoned captains of the transpacific service, are using the *Commodore*, in accordance with that watchword, "Careful Preparation!" to familiarize themselves with landfalls on the California coast, approaches to the San Francisco Bay, and "blind" radio directed landing at the Alameda Airport.

And speaking of preparations—long before the Clipper passengers arrive at the Alameda Airport, what is to be done in this particular flight, from the course to be followed, the altitude to be flown and

even the speed to be maintained in each and every hour of the flight, have taken form in a blueprint plan of the forthcoming flight.

This plan starts with an aerial weather map. On this map, drawn by experts in aerology, there has been placed all of the weather information gathered by ships at sea and scores of land-based weather stations of the airway system. It contains not only information on surface conditions but also an upper air analysis—a chart of conditions five, ten, twenty thousand feet above the surface. Using the map as a basis, a flight forecast is prepared and the most practical and economical altitudes in the four flight zones are fixed. From this there is next developed an engineering chart on which the normal cruising speed for each hour of the flight is pre-determined and the adjustments of all the mechanisms of the ship, which is the engineering officer's domain, are set down in advance. The experience of half a million miles of flying alone makes this possible and also provides the accuracy and the precision which guards your Clipper flight across the Pacific today.

The map and the blueprint plan have both been carefully worked out in flight conferences in a calm and quiet which is in considerable contrast to the bustle and excitement which descends upon the passenger terminal at Alameda Airport on a Wednesday afternoon of a typical departure. Tickets are being certified, the last of the baggage weighed and passengers are enjoying a final cigarette, since smoking is not permitted on the Clipper planes. At the end of the landing float one of the giant Clipper planes is moored. On the previous day at the completion of its

routine engine overhaul, this plane has been put through a two-hour test flight. It has been completely serviced and provisioned for its flight to Honolulu. Baggage, mail and express have been stowed aboard and the ship has been released by the Public Health Officials after careful spraying to eliminate any chance of mosquitoes or insects being carried into the territory of Hawaii.

As the great hands of the passenger terminal clock near the hour of "Three" a single gong sounds summoning the crew aboard the Clipper. Just previous to this, the Captain, Navigator, Operations Manager, Division Engineer, and Meteorologists have had a final conference for the flight between California and Honolulu. The Clipper planes are manned by a crew of six, who function as an interchangeable group and stand watches in the approved maritime manner. As the officers go aboard each sets about a definite routine. The Captain takes his place on the bridge in a seat at the left-hand flying controls. The First Officer, upon completing a stem to stern inspection of the ship and a check with each other member of the crew, goes to the right-hand control seat. Behind him,

# PAN AM

By Francis Walton, Dept.  
Pan American

in a small compartment, separated from the bridge, sits the Radio Officer. Farther back on a slightly higher deck the Engineering Officer sits in the cabane, a sort of turtle deck on the hull between the wing and the passenger cabin beneath.

After all of the crew are at their various stations, another gong summons the passengers aboard. They file down the float and board the ship by a gangway. The hatch is closed, moorings are cast off and the Clipper moves out into the Bay. "Take-off" is always an exciting and thrilling moment for even the seasoned air traveler. This one, a spectacular show of flying spray, lasts only fifty-two seconds and the Clipper is off. There is a brief glimpse of the Bay waterfront, aerial glimpses of San Francisco and then the plane is flying west out over the Golden Gate Bridge.

The observant air traveler is immediately conscious of being surrounded by the beginning of those carefully planned and arranged crew duties which guard his

welfare and which are traditionalized rules which have grown out of a half a million miles of transpacific ocean flying. Immediately after take-off the Third Officer moves through the ship from stem to stern repeating the details of the ground inspection which was made just previous to the beginning of the flight. He inspects the sea wings, struts, wires and water-tight bulkheads and reports his findings to the commander.

In the meantime, in a striking sense, the blueprint plan of this flight has taken over the ship. A favoring west northwest wind, of force "3", had been indicated by the aerologist's map at 8,000 feet. The Clipper proceeds to that altitude, and finds the expected wind. The Captain calls for normal cruising condition, and propellers and engines are immediately set for the particular predetermined condition called for in the blueprint plan.

Even before the passengers have comfortably settled themselves, the Clipper is roaring westward high above the Farallones, spume-sprayed islets, the last land which will be seen until the outposts of the Hawaiian group are sighted on Thursday, the following morning. Mere deso-



and the establishment of radio communication with the port from which the plane has just departed. His next scheduled duty is to clear radio channels ahead to ships known to be on the general course between San Francisco and Honolulu.

But despite the high degree of effectiveness of modern radio and especially of that unique adjunct, the long range radio direction finder, a special development of Pan American Airways, the main operation dependence of the Clipper ships are those same processes used on ocean-going steamers of celestial observation and dead-reckoning. About the time that the Clipper passengers are enjoying a light afternoon repast of hot bouillon served by the steward in the commodious passenger lounge, the Navigator takes his first sun observation and notes the position and any deviation in the compass book.

It is usually the first and last sun-shot of the opening day of the transpacific flight for shortly thereafter the log of the Clipper records succinctly an impressive incident and thrilling sight for the flying passengers when a fiery red ball is extinguished in the sea and night succeeds day: "Sunset."

As the Clipper continues to "tunnel" through distance and darkness and the passengers prepare to enjoy dinner in flight over the Pacific, the Commander relinquishes the bridge to the First Officer, the Second moving up to the right-hand position in the cockpit. Thus there begins that smoothly functioning routine of "on and off" duty by which all posts including Command, Piloting, Navigating

and Radio Control are filled continuously throughout each flight while at the same time each officer has an average of twenty percent rest time. The changes and reliefs proceed by a fixed schedule through the night.

Still operating by the flight routine called for by the blueprint plan, the Clipper has climbed in the darkness to an altitude of 9,200 feet, which happens to place it a thousand feet above an almost solid floor of clouds which affords but fleeting glimpses of the dark ocean below.

The Navigating Officer returning from his supper relief and observing a momentary break in the otherwise solid cloud formation, drops a flare to determine whether there is any off-course drift by the Clipper. Observing a slight drift, he so reports to the bridge by intra-ship telephone and the Captain orders the necessary minor course change to correct for this condition. The clouds also prevent sighting a westbound steamer, the position of which was fixed on the original blueprint plan of the flight and which provided some of the meteorological data on which this flight is being made. But although unseen the Clipper speaks to the ship briefly by radio and flies on. Still a little later the Navigating Officer emerges from his compartment to take a star sight, fixing by Altair and Arcturus that the Clipper is flying at the moment in Latitude 34.47 North, Longitude 130.15 West. Just before eight bells another drift observation and another star sight are taken, this time on Vega, Altair and Polaris.

At the half-way mark, an hour in the

## AMERICAN Department of Public Relations Airways

late dots on the ocean to the air traveler, they have special meaning to the crew of a Clipper airliner. They lie exactly forty miles off the California coast and provide an excellent check upon the performance of the plane over a measured course on the opening stage of the 2410-mile flight to Honolulu.

With the passing astern of the Farallones, a Clipper plane, in a strict operational sense, passes into a realm unique in transportation where its flight efficiency depends upon that technique now known as ocean flying. It becomes the focal point of half a dozen radio stations of the System and of ships at sea which at any moment, through the instrument of that unique device, the radio direction finder, can tell the Clipper its exact position. In order that the radio may be at the full service of the Clipper from the very opening of the flight, one of the first duties of the Radio Officer immediately after take-off is the reeling out of the radio antennae

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dead of night when all passengers are long abed and asleep in their berths, the First Officer confers with the Engineering Officer and notes in the log: "Gas on board—1900 gallons; engines and ship satisfactory." The fuel supply thus mentioned is considerably more than half that put on board at the take-off in Alameda and is still sufficient to carry the Clipper far beyond Honolulu under any flight conditions.

Shortly before sunrise a final fix by stars is taken and shortly after the final sunlight is made. The passengers are now up and about, are served breakfast and, in the excitement of anticipation of approaching landfall, packing of traveling luggage and preparations for landing are completed. Then Makapuu Point, the first land in the Hawaiian group to be seen by the arriving air traveler, is sighted abeam. The course is changed slightly to come directly to Pearl Harbor, where the Clipper planes land on their first stop in a transpacific flight. And as the passengers disembark the First Officer's final entry in the log is in form and content something like the following: Dock to dock, 18 hours, 26 minutes. Air time: 18 hours, 09 minutes. Night flying 13 hours, 48 minutes.

As soon as the passengers have gone ashore for a day of sightseeing in Honolulu, the Clipper is immediately turned over to a thoroughly trained servicing and maintenance crew. Each engine is carefully checked, the entire hull washed down and fuel at the rate of 100 gallons a minute is pumped directly into the hull.

The next day when the second leg of the transpacific flight begins it often occurs to the air traveler of this most modern of skyroads that he hasn't as yet seen much of the Pacific. But he isn't to be disappointed. It is the considered opinion of the veteran commanders of the Clipper planes that this second stage from Honolulu to tiny Midway Island is picturesquely the most interesting for the air traveler. The 1380-mile flight which is finished by mid-afternoon takes the traveler past several interesting islands, among them Kauai and Niihau and over ocean waters which for beauty of coloring have been declared even more beautiful than the waters of the Caribbean. After a night's rest in the comfortable Pan American Inn on Midway, the air journey continues the next day to Wake Island, the shortest leg of the trip and on the following day, to Guam, and thence on the day after to Manila.

● Hello.

What's your name?

## Goat Getter!

WE'RE all mixed-up. We can't figure whether somebody had Sam Jarvis' goat, or somebody's goat had Sam Jarvis; but we do know that Sam got the La Jolla Police Department's goat when he called them during the early morning hours to help him get somebody's goat away from breaking and entering into his bedroom via an open window.

The "Jewel City" police advised Sam to get rid of the critter by throwing small boulders at it, aiming high to avoid breaking its legs. No mention was made of the goat's skull.

Being a Badminton star and not so hot at Soft Ball, Sam's initial effort missed the goat, but not the windshield of a neighbor's car.

Sam took things into his own hands at this point and unleashed his pet dog, who started, somewhat reluctantly, after the "butter." The goat circled the house twice with the sleepy Chow at his heels and then headed for the open garage in front of which Sam and the wild-eyed neighbor were trying to reach a mutual understanding about the windshield incident, without killing each other.

The dog, as well as all others within a radius of, say five miles, had little trouble locating the hiding animal, who was getting hot himself by that time.

Without hesitating, the dog headed into the dark depths of the garage with plenty of courage and speed; but the way the goat handled the situation in the dark must have been perfect, because that dog never traveled so fast with courage or a cat behind him, as he did when that goat connected.

Sam grabbed the dog with one hand and closed the garage door with the other. He thought he had things settled for the night; but it was only for a short time. The neighbor was so hot over the whole affair that he called the Fire Department.

To top it off, Russ Kern bawled Sam out for not keeping it, because the "Mountain Goats" need a mascot and Joe Williamson is getting tired of playing the part on their week-end jaunts. L.B.

A backwoods woman, the soles of whose feet had been toughened by a lifetime of shoelessness, was standing in front of her cabin fireplace one day when her husband addressed her:

"You'd better move your foot a mite, maw, you're standing on a live coal."

Said she, nonchalantly: "Which foot, paw?"—U. S. Coast Guard.



# Progress at Palomar . . .



**I**N a hollow, on the rolling east face of Palomar Mountain, just below High Point, the highest point on Palomar, men are at work constructing the base for the giant 135-foot diameter dome observatory, in which will be located the world's largest telescope.

On top of the three-story steel structure, workmen are busily engaged in the grinding of a circular track 430 feet in circumference, on which the huge dome will rotate with the massive 200" reflecting type telescope.

The small photo shows the method employed in grinding this track, which is now about complete, after five months' work. The delicate work of grinding is done mostly at night when it is cool, else the heat of the sun would expand the steel framework and throw the entire structure many inches out of round. The machine, with the attendant pacing along grinding and polishing these tracks, will have traveled over 300 miles before the job is complete.

When the structure is finished, the 100' high dome of glittering aluminum will house the huge 1,000,000 pound telescope—so big that several men literally will ride on it in light-proof rooms as they photograph and measure light from the uttermost limits of the known universe.

At the present time, visitors are al-

lowed to go into the building and watch the progress being made, and the workmen are very willing to furnish interesting information and data about its construction. The observatory is easily accessible, being reached by a new high-gear road. In a short time, when more work has been accomplished on the project, visitors will be banned—so now's the time!



Grinding the track on which huge dome will rotate. Note small wheel inside yoke grinding side of track.

Danny, along with many other little lads, went to school for the first time, and like many other little boys' fathers, Danny's father asked him how he liked his teacher.

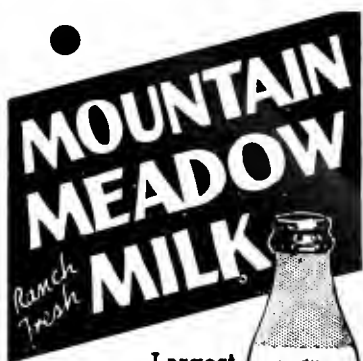
"All right," was the reply.

"Is your teacher smart?" teasingly persisted the questioner.

"Well, she knows more than I do," admitted Danny.

—Louisville Courier-Journal.

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# TRENDS IN AERIAL ARMAMENT



**D**URING the first year of the World War a British and a German observation plane daily met over the lines in Belgium.

While both knew that each was spotting the other's defenses and preparations, they had to leave each other alone—because they were unarmed.

But one beautiful morning when the British pilot flew close to the German—pop!—off went a shotgun the German observer had brought along for a surprise. Nobody was hurt in this beginning of aerial gunnery.

About the same time half-way around the war-infested old globe, the Japanese were besieging Tsingtau, leased by the Germans from the Chinese as an Asiatic coaling station. The Germans had a plane and a pilot. He flew around and noted with grave misgivings the bigger and better artillery (incidentally German-Krupp made) the Japanese were bringing up. So one day he had his Chinese combination cook-carpenter-aviation mechanic and what have you, fill some empty biscuit tins with powder, scrap iron, and an impact fuse.

On his next patrol the German flyer dropped these missiles on the Nipponese artillery men. The cookie jars failed to explode—yet this was the birthday of aerial bombing. The Chinese houseboy was probably the world's first aviation ordinance man.

Soon, however, the fighting powers found that it was essential to develop fighting planes to ward off the enemy

## By Henry K. Growald Armament Engineer

observation planes. Since single shot weapons gave too remote a chance of doing damage, machine guns were mounted. Then the engine-gun synchronizers appeared, i.e., devices that regulated the gun fire in such a way as to have the bullet pass through the plane of the propeller when the blades are not in their path. These were for fixed guns firing in direction of flight. The observers mounted flexible guns, i.e., guns, although their weight is supported, can be trained in various directions by the gunner. One day a German combat plane was on the tail of a French single seater. He thought he had him, when suddenly he noticed bullets ripping through his own wing. The in-

genious Frenchman had mounted a remote controlled gun in the tail cone of his plane. We see right here the major trend in defensive armament for aerial combat, the idea being to eliminate all blind spots or angles, that is, places where the enemy craft can fly unmolested by defensive gun fire. The larger the craft, the more vital this becomes, it being impractical to maneuver to bring guns to bear on a small attacker.

The next important step was to increase firing power in both range and caliber. Then it became imperative, with the high speeds attained, to protect gun and gunner from the blast. In this respect a difficult psychological problem arises. The majority of aircraft gunners are used to moving about, unhampered, inside the old scarf ring. The new-fangled turrets, revolving windshields, etc., seemed to cramp their style. But a man just can't handle a gun in a 200-mile super-gale without adequate protection.

The increasing effectiveness of aerial bombing was recently demonstrated by the sinking of the "España," Spanish rebel ship. The "España" was a 15,000-ton battleship, the same vintage as our "Pennsylvania," but inferior in bulkhead construction and deck-plating. The flyers dropped seven 210-pound bombs and scored two hits. The "España" went down in three-quarter of an hour.

Another phase of armament on planes is the dispensation of chemicals such as lachrimatory, lung injurant, systemic toxic, visicant, respiratory irritant, smoke and incendiary. The chemical agents are either released from tanks or dropped in bombs.

Some Naval aircraft are designed to carry torpedoes. They are particularly useful when low ceiling complicates high altitude bombing or when, by launching a converging patter of the "fish," a tactical

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advantage is gained in breaking up the enemy battle line, since the ships will either have to change course or be hit.

Here are some possible future trends: P. Melon in France proposes aircraft depth charges. "About ten depth-charge aircraft would cross the course of the attacking bombing squadron some 1,000 feet ahead and above and would drop their charges, building a curtain of greatest explosive force with a width of 500 yards and a depth of 3,500 feet across the course of the enemy." In the R. A. F. Quarterly of April, 1937, it is proposed to make ramming attacks against bombers. "Rammer aircraft should be capable of intercepting enemy bombers, should be able to operate day or night at high altitudes, and should be in Radio communication with the ground. To enable the pilot to get clear after collision, his cockpit should be placed as far aft as possible and he should be able to jettison himself complete with oxygen apparatus when operating at great heights." In case this country ever forms a rammer escadrille we should be able to draw personnel from Southern California motor vehicle operators.

In conclusion our Army and Navy should and does prepare along all possible lines of aerial defense. Ense petit placidam sub Liberate quietam (Motto of Massachusetts). "With the sword she seeks quiet peace under liberty."

### Soaring and Gliding News

The Western Flyers Glider Club wants eight new members. They have a glider built by a member of the club, Alan Essery, Experimental. The glider is a Secondary type, suitable for training as well as soaring, so flying experience is not necessary. The club is affiliated with the Torrey Pines Glider Club—good flying terrain is available at Torrey Pines. Anyone desiring further information may call Essery at his home 3031 Palm (H. 8602-J) between 5:00 and 7:00 P.M., week days.

Johnny Robinson of San Diego and Woody Brown of La Jolla, are constructing a two-place high-performance soaring plane which they intend entering in the National Soaring Meet at Elmira, New York, next year.

Mr. Litell, Inspection Department, has cleverly rebuilt a Bolus sailplane and can be seen flying at Torrey Pines, Sunday afternoons.

● I wonder when "Butch" and "Cokie" will be ready to "take-off" again. (Sho would like to go wid 'em. Woo woo.)



By Bob Huggins

Perry V. Ogden, Assistant Production Manager, is out after some of Eddie Cantor's publicity. Perry's third baby girl was born on July 26. Well, only two more to go.

Every morning Al Smithies shows up with a rose in the button-hole of his shirt. It is an old mystery as to just where this flower originates. Any light that can be thrown on this deep, dark mystery will be greatly appreciated.

Roy "Bunny" Coykendall and Les "Iron Man" Matussek were discussing the relative merits of their respective jobs and the output of each.

"Why," says Roy, "I do more work accidentally than you do on purpose."

Can You Imagine:

Carl Golem as a traffic cop?

Any of the girls carrying on an intelligent conversation among themselves?

Grace Koenig as an "Old Maid School Teacher?"

Al Smithies as a midget?

Jake Deitzer not being popular with the girls?

Les Matussek not hitting at least one home run?

Lillian Griebner as "Big Bertha" in a side show?

Bert "Chief Fire in Hair" Gimber made a recent trip to San Francisco to see the bridges and other sights. It is said that the other sights are very attractive, but it cannot be ascertained whether blond or brunette.

Margaret Coykendall: "You say one of your boy friends is homely? Just how homely is he, anyhow?"

Grace Koenig: "Well, he's so darn homely that he's worth fifty thousand dollars and we're not even engaged."

● Mineah, Winger, nobody really knows what his first name is, has gone back to Buffalo to get his wife and family. He is also going to drive out a new car. How do you do it, Min?

● W. D. Larney, Navy Inspector, recently arrived from a six weeks vacation in Buffalo. Bill says that he likes to see the wonderful trees and green grass there. (How about the brown beverage, Bill?)

● George Young, foreman of the Bench Department, spent a month around and about the Newark Airport. Boy, was he glad to get back to San Diego? Ask him.

● Johnny Doig, Hull Department, appears to be resting very quietly after his recent great experience, getting "hitched." Wonder if he plays his bagpipes so often now!

● Cass Gurney sent a great letter from Russia to his brother Charley. (Winger.) Charley prizes this letter greatly. Try and get him to let you read this letter, folks. The line would have to keep to the right.

## FULLER PAINTS

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## The MYSTERY man

By Ted Laven

on and on describing the shortcake festival, the size of the cake, etc., etc., except for the fact that he was a little afraid of the mallet which I had picked up for the purpose of protecting myself—just in case.) Pardon me, I forgot that this was a story about the bearded man of Final Assembly and not a story about a shortcake festival. So, on with the story about the beard.

As Chauncey grew older it became more and more apparent that he was going to have a difficult time shaving. (At this time they did not have any of those cute little signs on the highways for shaving cream.) Time marched on and finally the advertisers saw what a great advantage these signs would be to them if they were to erect them around Lebanon. Chauncey happened to be traveling down the highway one day and read one of these so-called "scenic beauties" and the thought of being able to shave with pleasure struck him. So, without much ado, he decided to try one of the various lotions. It made a hit with him and he came to the decision that if he could shave like that he would join the Marines—which he did.

Now, Chauncey, although a very intelligent sort of person, committed his first blunder here. (No, not because he joined the Marines.) You see, while he was in the Marine Corps he found out that he had to keep all kinds of mattresses, haystacks and so forth and so on, off his face. This

proved to be quite a handicap to Chauncey, so after serving four years, as an aviation mechanic he decided to try his hand in private enterprise.

After leaving the Marine Corps, Chauncey got a job with the Northrup Aviation Corporation. This job consisted of assembly work. In other words, he was in the Final Assembly Department up there too. While there, Chauncey still had the shaving habit, but it was telling on him. (It would tell on you, too, if you had to shave before every meal.) But, his will power and his ability to follow the ads as well as read them, managed to keep the beard off his face. After working for Northrup for approximately two months, Chauncey decided to come down here, to *Consolidated*, and see about getting a job. His experience, and his clean-shaven face, made a great impression with the employment office so Chauncey became a full-fledged "Consolidator."

It was on the tenth of February (1937) that Chauncey finally decided to let his beard grow. This day was the day that started the fulfillment of a life-long ambition for Chauncey. He had lain awake nights on the plains of Oregon just thinking of this day of days and when it would arrive. While crossing the equator, on the Saratoga, the men on the ship shaved him and still he could not help but think of the day when, without somebody having to tell him what to do, he could just let his beard grow, and grow, and grow. Now he can sleep nights, for, has he not got his beard?

Mr. McTimmonds is a very likeable young chap. The men in Final Assembly all enjoy working with him. (I do not know whether they can keep out of his hair or not.) Many fellows throughout the plant have asked why he wears a beard and the *Consolidator* has tried to answer that question in this interview. Mr. McTimmonds has many other ambitions but the one that he is looking forward to now is getting a job in the movies. (He would also like to be another Man Mountain Dean.) I can only say one more thing and that it, whatever field of sport, or other occupation that Mr. McTimmonds enters, when he leaves *Consolidated*, his friends here in the plant and in the strawberry city of Lebanon, wish him the best of happiness and success. (Note to the ladies in the front office. Chauncey has a very charming wife and is very happily married.)

● This writer wonders what Frank Boyle would do if he lost one of his many faces.

IN order to satisfy the curiosity of approximately eighty percent of the employees of *Consolidated Aircraft*, to say nothing of the citizens of this fair city of ours, we are running a story about Chauncey McTimmonds and why he wears a beard.

Chauncey, who hails from Lebanon, Oregon, and not from the mountains of Kentucky, as some of you boys and girls may have imagined, was born on June 28, 1908. (No, he did not have a beard at that time.) He spent the early part of his youth hunting deer and attending the shortcake festivals which are held yearly in Lebanon. (Chauncey would have gone

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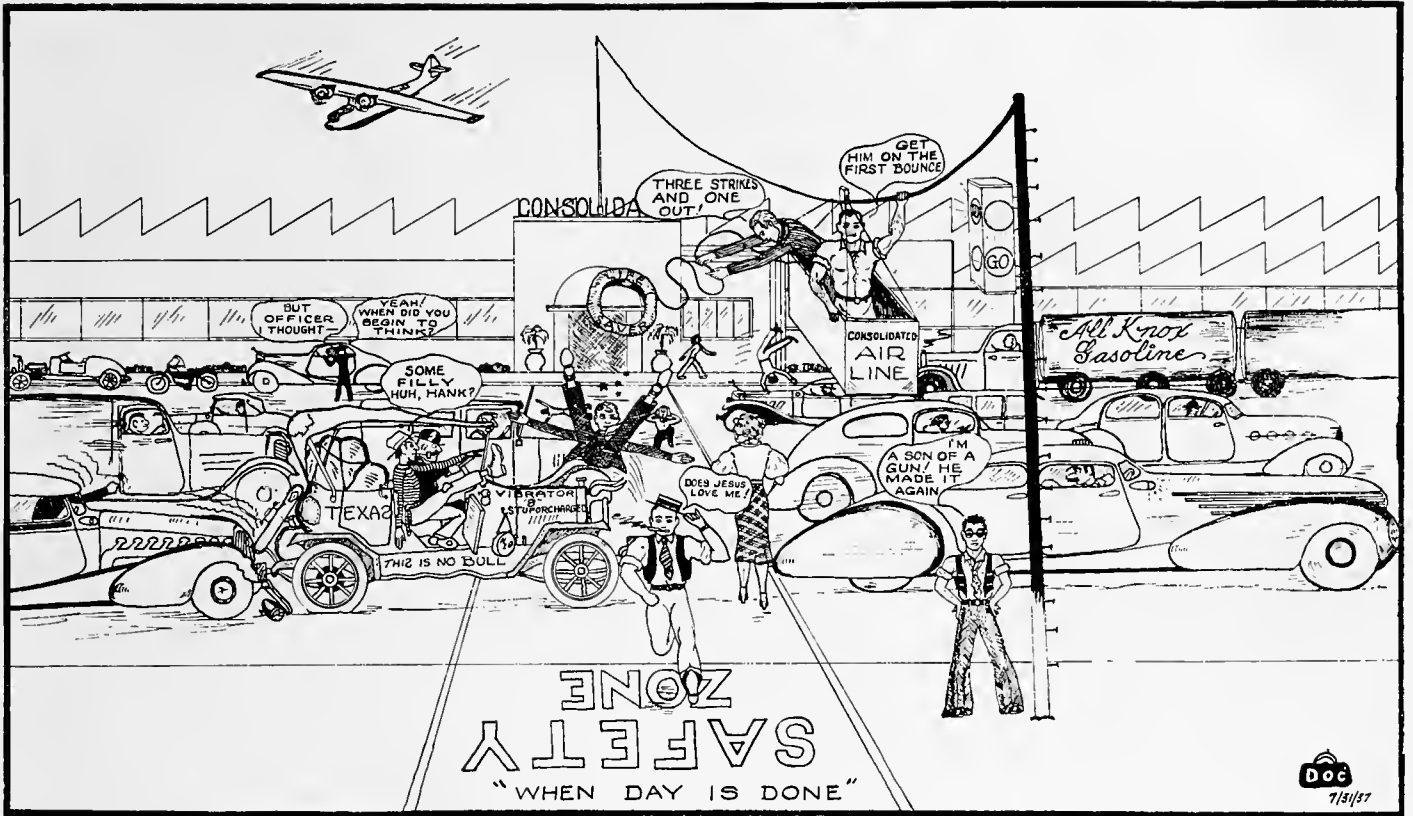
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SAY YOU SAW IT IN THE CONSOLIDATOR



### Dots and Dashes

- What young fellow in the Hull Department recently bought a new car but rides around the beach on a bicycle? 1305.
- They say George Welty is quite an autograph collector, especially of movie actresses.
- What well-known Accounts Payable office employee takes a pillow to Ye Olde Bavaria. Just a softie betcha!
- Who is this Casanova of Coronado, just a Gigolo?—No, a Time-Keeper!—Oh!
- George Hiller, "the Alabama Hurricane", has reported back to work after a month's trip to Alabama. He says those Southern Gals still have their charm.
- Who was in Inglewood lately?—Frank Breders or E. W. Roehmholdt?
- George Welty of the Accounting Department hasn't been seen in Coronado for some time. Not a sissy, are you George?
- Ralph Way No. 2769 is another of the boys to take the step into matrimony. Being an Iowa boy he married a Des Moines girl. Good luck, Ralph!

#### HAPPY LANDING!

- Mr. and Mrs. W. Wilser announce the birth of a 7½ pound son on July 19th. Looks like another Hydraulic Pressman.
- A 7 pound girl was born to Mr. and Mrs. S. Formella July 22nd. Congratulations, Stan.

No. 1706.

● Mr. and Mrs. C. A. Murphy (Experimental) are the proud parents of a 5 pound boy.

Advice to the Femme—If you want to keep your hair nice and neat, get yourself a *bashful* boy-friend.

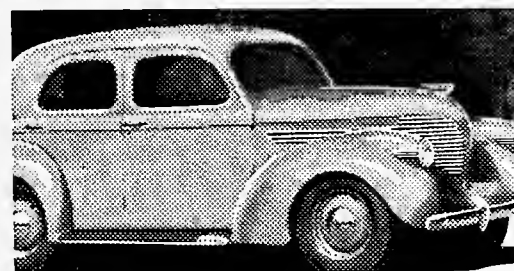


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# Herb. Ezard

By Ted Laven



**S**URROUNDED by a large group of charts, to say nothing of a bedlam of noise, sits a man who has charge of the Wing and Tail Surface Department of *Consolidated*. It was exactly twenty-four years ago that Mr. Herb Ezard arrived in this country. He is a native of Manchester, England.

When Herb, to call him by a name which he is better known throughout the aviation industry, was just a youngster ("kid" to you) he secured his first job at Platt Bros., of Manchester, the largest manufacturers of cotton spinning ma-

chines in the World. After spending seven years as an apprentice, to say nothing of many tedious hours of nightly study at Manchester University, he was finally made a master tradesman. It was not long until his hard work, to say nothing of his ambition to get ahead, was recognized by the men above him and he started to progress rapidly. At this time he was working for the Electrical Traction Co. of Manchester and it was not long until he was appointed to the foremanship of his department. He held this position until his departure for the United States.

Upon arriving in the United States, Herb started in the aviation industry with the Curtis factory. Here, at Curtis, he had charge of the layout "gang" and the template makers. During a "lull" in the aviation industry Herb got a job in the pattern department of the Wire Wheel Corporation of America. After working here for nine years, the last four of which he had complete charge, Herb decided to get back into the aviation field.

In the month of March (1928) Herb was successful in securing a job as a "loftsman" at the *Consolidated Aircraft Corporation*. *Consolidated*, at this time, was located in Buffalo. Herb has the distinction of being the first man hired by *Consolidated* to work on the flying "boats." One year later Herb was made general foreman of the "boat plant." Two years later he was placed in charge of the experimental models such as the Fleetsters, attack and pursuit planes, and the "boats." (There's that word again.) Herb was gradually working ahead in the field of aviation and it was not long until he was made assistant to George Newman, Jr. (Mr. Newman, who is now assistant su-

perintendent of the plant, was in charge of the Wing and Tail Surface Department at that time.) Shortly before *Consolidated* moved to San Diego Herb succeeded Mr. Newman as head of the noisiest, as well as largest, department in the plant, the Wing and Tail Surface Department. It is this position which he holds today.

Mr. Ezard is a very home-loving man and his main hobby, when not playing chess or reading aviation text books, is to take his wife and two daughters to the beach. (La Jolla preferred.) Herb's quiet, firm, fun-loving nature (at times) is exceeded only by his efficiency. He has a "charting system" and he can tell at a glance who is, and who is not, producing. (Gosh, how does he expect us to "dog it?") You are right. He doesn't.) Herb's "charting system" is what keeps Steve "Perpetual Motion" Powell, Herb's able assistant, running around at all times during the day. Herb is also a very ambidextrous person on the dance floor. (Notice him at the next "Consair" dance and see if he does not imitate Fred Astaire to a "T." The men in the plant, and throughout the industry think very highly of Mr. Ezard and if hard work and constant study will help at all, we know that he will go much higher in the field of aviation. Let's hope so.

## Consair Male Chorus

Here Ye! Hear Ye!—Take heed Ye Barber Shop tenors, baritones and basses. Come one, come all and join this organization. We will make our first public appearance on Tuesday evening, September 21, so you better hurry to get in on this. No experience necessary. All we ask is the ability to carry a tune, we do the rest. You can find us any Monday evening from 6:00 to 7:30 warbling in the auditorium of the House of Hospitality, near the east entrance on Laurel Street of Balboa Park. Visitors always welcome. Come out and give us the once over.

W. H. Stutzke, Director.

After a month's visit with her father, Bill Gilchrist, Mrs. A. F. Strait and her husband returned to Buffalo.

Vicky and Chet Lune (Wing Bulkheads) want to thank all the "gang" of the Wing Department for their most acceptable wedding gift.

Miss Vera M. Crider, sister of the late Fred Cider, wishes to express her appreciation and to thank all the members of *Consolidated* for their assistance in her recent bereavement.

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between them and clipped his head right off.

Well, Hiram, tell me more about the paint department there ware you werk. Who are sum of the fellers you werk with? Rite me all the nues, Hiram, I'll be waitin for yore letter.

Love,  
Elmira.

Dear Elmira:

Yep, I got outta the hospittul all right. They can't keep a good man down. I'm plannin to go back there as soon as I get a vacashun, though. Thet wuz shore a good-lookin nerse I had.

So you want to know somethin about the paint department and the fellers in it, eh? Well, I can't tell you much about whut these fellers do, cuz most of it wouldn't do to put in print.

There's Benny Leonard, the Foreman of the department. He cums into the department every once in a while, when he can get away from his fishin'. You see, there are 2 kinds of bosses in the plant. The executives and the fishermen. Mr. Leonard must be the best fisherman—either thet or he's the best talker. I've herd sum pretty big ones that he's caught.

Ross Dilling is another fisherman here in the paint shop. He's allus fishin for cherries in the bottom of a cocktail, though. I herd sumthin about him fishin for a lavender allegator in a goldfish bowl the other night, too.

There are all kinds of interesting fellers here. Fellers like Jack Russell who get themselves into jale and places, and Whitey Stonebreaker, who gits bit by the love-

bug, and still eats eight sandwiches for lunch, and lots of other guys too noomerous to menshun.

Well, I guess I better hit the hay. It's neerly 8 o'clock.

Yore sweety,  
Hiram.

### The Bow Tie

J. O. Davis

Having had many and varied comments on our bow ties we have come to the conclusion that there are many people who cannot tie a bow. Hence we elucidate:

There are three or four ways of tying a bow tie but the following method is the "simplest." Put the tie around your neck with the left-hand end a couple of inches below the right. Tie in a single knot and bring the left-hand end, which should still be the longer of the two, over so that it covers the right. Make the left-hand loop of the bow with the right-hand end, which should then be at right angles to the left. Then bring the left-hand end up so that it goes right around the left-hand loop. Then fold the left-hand end and push it through the center loop which has been formed. If this is done properly, the left-hand end makes the right bow of the tie, and all that remains to be done is to pull the under part of the two bows tightly and the tie will be fixed.

When you have once tied a bow properly, the matter becomes easier and easier at every attempt. *Don't begin by trying to tie a dress tie.*

Dear Hiram:

Air you a hankerin to bring our beeoottiful romance to an end? From the tone of yore last letter, you seemed to be awful interested in the nerse you had in the hospital.

Thet's just like a man. A wanderin eye has no conscience. Mebbe we better git spliced up afore you get in the habit of castin admirin glances at these city gals.

Pa and me wuz in to Sittinbull City the other Sattidy and a whopper of a dust storm cum up so we stayed for the movies at Uncle Xemia's Movin Pictur Palace. It's wired for sound now. The talking kinda got old Johnny Nipp, though. He had bin histin a few with the boys before the show as usual, and when durin the show the villain shoots the hero in the back, old Johnny cuts loose with that 45 of his and plum brakes up the show. He shot six holes the size of cannon balls in the screen where the villain wuz.

You wud get yoreself in the hospital. I spose that's ware our splicin money will go now, paying yore doctor bills.

We hev our usual crop of grasshoppers this year, only they are bigger and better than ever. You shud sample sum of my delishus grasshopper soup. You remember Zanzibar Stattum, don't you? The pore feller wasn't watchin very close last week and a cupple of grasshoppers came flyin along carrying a length of railroad track

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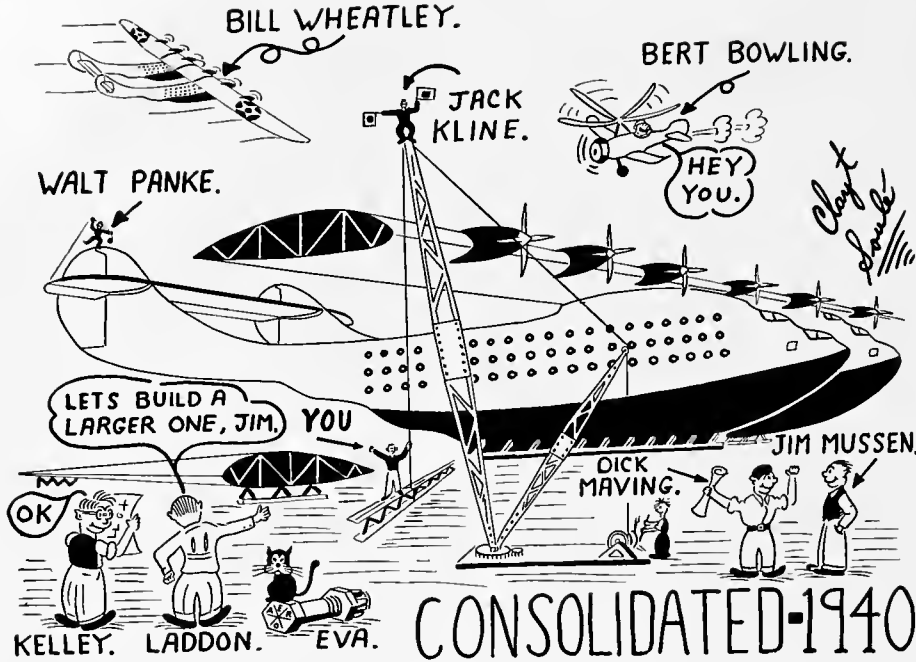
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**Congratulations to "Bud"**

We all congratulate "Bud" for having drawn the big prize in life's lottery. We wish him a long life of married bliss, and may his tribe, like Abou Ben Adhem's multiply. Good luck, "Bud!"

The following gem was penned the Friday night preceding the Tuesday the 26th, when he left for the east.

**BALLAD TO "BUD" WATERBURY**  
(Pre-Marital Inspiration)

Young "Bud" Waterbury is anxious to hurry  
Back east to his Buffalo bride.  
The maiden he'll marry, his bachelorhood bury,  
And live with a wife at his side.

From the land of Laguna, the swordfish and tuna,  
The olive, the fig, and the vine,  
To his girl in the east brings a license and priest  
The civil permit and divine.

Their lives will combine and these twain will  
In a decent and orthodox wedding; [unite  
Thus crowning their courtship, and doing her  
Then back to the sunset they're heading. [right

She's waiting to meet him, with kisses to greet  
And claim him as husband and spouse [him,  
And then with the ardor of young love to treat  
To joys their affections arouse. [him

Some things he enjoyed in his single condition  
He'll have to forego like the rest  
Of the gallant young bachelors who make this  
To set up their honeymoon nest. [omission

No more will he dress like a "son of the morning"  
In lavish sartorial pride,  
Fine tailormade garments his person adorning,  
For stepping high, handsome, and wide.

No more can he go and return at his pleasure  
No more cast an amorous eye  
On the ravishing sirens he meets in his leisure;  
His wife won't permit it—that's why!

But even at that we quite envy his fortune  
In winning this prize in romance;  
Oh Cupid! Dear Cupid —we also importune  
Your help to a similar chance!

—JOHN E. WHITMAN.

● Dave Ames has left for Kappa City.  
(He saw a sign on the back of a gaso-  
line truck that stated, "Capacity 10,000  
Gals.")

Walter: Want to buy a family ticket  
to the Masonic picnic, Scotty?  
Scotty: I would Walt, but there's only  
me and my wife, you know.





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*and Pay'n Takit*



## SOFTBALL

The Sheet Department Softball Team took the Cutting Crew to the tune of 6 to 1 to cinch the American League Championship with 11 wins and no losses.

The Sheet wasted little time in taking the lead. In the first inning Dawson doubled with one out, Larson walked and both scored on Ortiz's double to deep center. He took third on Cutting's error in handling Grant's hard hit grounder. Hartson and Rye flied out to short to end the stanza.

In the second inning Sheet again started where they left off and Kugel singled to right and scored on Dawson's double after two men were out. In the last half of the second Cutting drew their only blood of the game when Eddie Raymond singled and scored on a series of wild pitches and stolen bases.

No more runs were scored until the 6th inning when Kugel of the Sheet Department got on first by a fielder's choice, advancing to second on Ferguson's single. Selvaggi cleaned the bases with a home run bringing the score to 6 for Sheet.

Final Score:	R.	H.	E.
Cutting .....	1	3	2
Sheet .....	6	9	5

Batteries:

Cutting—Birt and Birardini.  
Sheet—Larson and Ortiz.

OOPS!

Professor: "I won't begin today's lecture until the room settles down."

Voice (from the rear): "Go home and sleep it off, old man."—C.C.N.Y. Mercury.

## Struts and Putts

By Ted Laven

● What a night, what a night. I could write a poem. Here goes. (I hope that you can stand it.)

\*Note:—Talent is a word used to describe a girl or, oh well, ask "Slimy" he'll tell you.

● At "Consair" there's a singular heir  
Who sure shows a lot of Class-o  
He's out there, they say, in a talent  
struck way  
Our talent struck star is Galasso.

When he starts out to sing, he makes  
All the hulls ring  
With the strength of his do-re mi fa so  
The "desert" song or some other song  
he'll try  
Our talent struck star is Galasso.

Bill Maloney: "My wife says that if I don't stop playing golf, she'll leave me."  
Bob Jones: "Gosh, that's tough."  
Bill: "Yes, I sure will miss her."

He's the cockiest guy and soon you'll find

That he's never frowning or Cross-o  
For a smile that is wide, shows his store  
teeth inside

Our talent struck star is Galasso.

But the thing above all that makes the  
Valley girls fall

Is his black and curly mustachio  
And he is thinking that no matter when  
courting or sporting

Our talent struck star is Galasso.

● Mickey Budleigh postponed his marriage for two weeks. (He had to wait 'till he finished his post-graduate course at cooking school. Chee, I wonder if he can sew?)

Tom: Come clean—what makes your head look so queer this morning?

Dick: Oh, that's just another "trim"  
I got down in the Valley over the week-end.



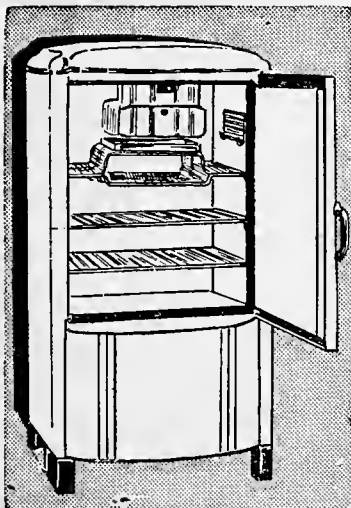
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SAY YOU SAW IT IN THE CONSOLIDATOR

**Hull Chatter**

*Hep*

Bill Hobson of the Hulls has been walking on air lately, and he should be, too. He is the proud father of an eight and one-half pound baby boy. Congrats!

★

Hank Komos was bitten by that deadly fly called the "Love Bug." We hope it's not fatal, or do we?

★

What we thought was an Olympic Diving Champion training for the next Olympics turned out to be none other than Glenn Hotchkiss showing off in front of the girls at Mission Beach plunge.

★

Ray Coykendall of the Hull Department is definitely cured of gambling. He lost a whole dollar on a certain horse. Tsk! Tsk!

★

Johnny Hopman may bully the boys at work, but he knows through experience who is boss at home. Take care of that eye, Johnny.

Will any kind soul please give Paul Willoughby a kind word of consolation? His girl went to Frisco on a vacation and won't be back till the middle of August. O, death where is thy sting?

★

Will someone please ask George Wire or Willard Luppke if "Handsome Hal" ever did come in, or is he still running?

★

**NOTICE!**

All race horse touts kindly stay out of the Hull Department.

★

Quite an argument arose at a recent "wiener bake" as to whether Walt Beyer is going "nudist" or is he practicing for the stage. Which is it, Walt?

★

One of the boys in the Hull Department asked me who the Ethiopian was in the Bulkhead Dept. It turned out to be only Freddy Grossner with his new suntan.

★  
What leadman in the Hull Department is still living in the "dog house" after attending a "wiener bake?"


The Hull Department Leadmen have won every game so far (when they have played for beer).

Henry Yogorst reports that he now has 150 flying hours to his credit in the little one-seater which he pilots over the Hull Dept. When are you going to get your D. of C. rating, Hank?

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WILLI STROBEL  
Proprietor  
*This never-to-be-forgotten  
feature of the Exposition*  
**3911 PACIFIC BOULEVARD**  
**Dine and Dance**


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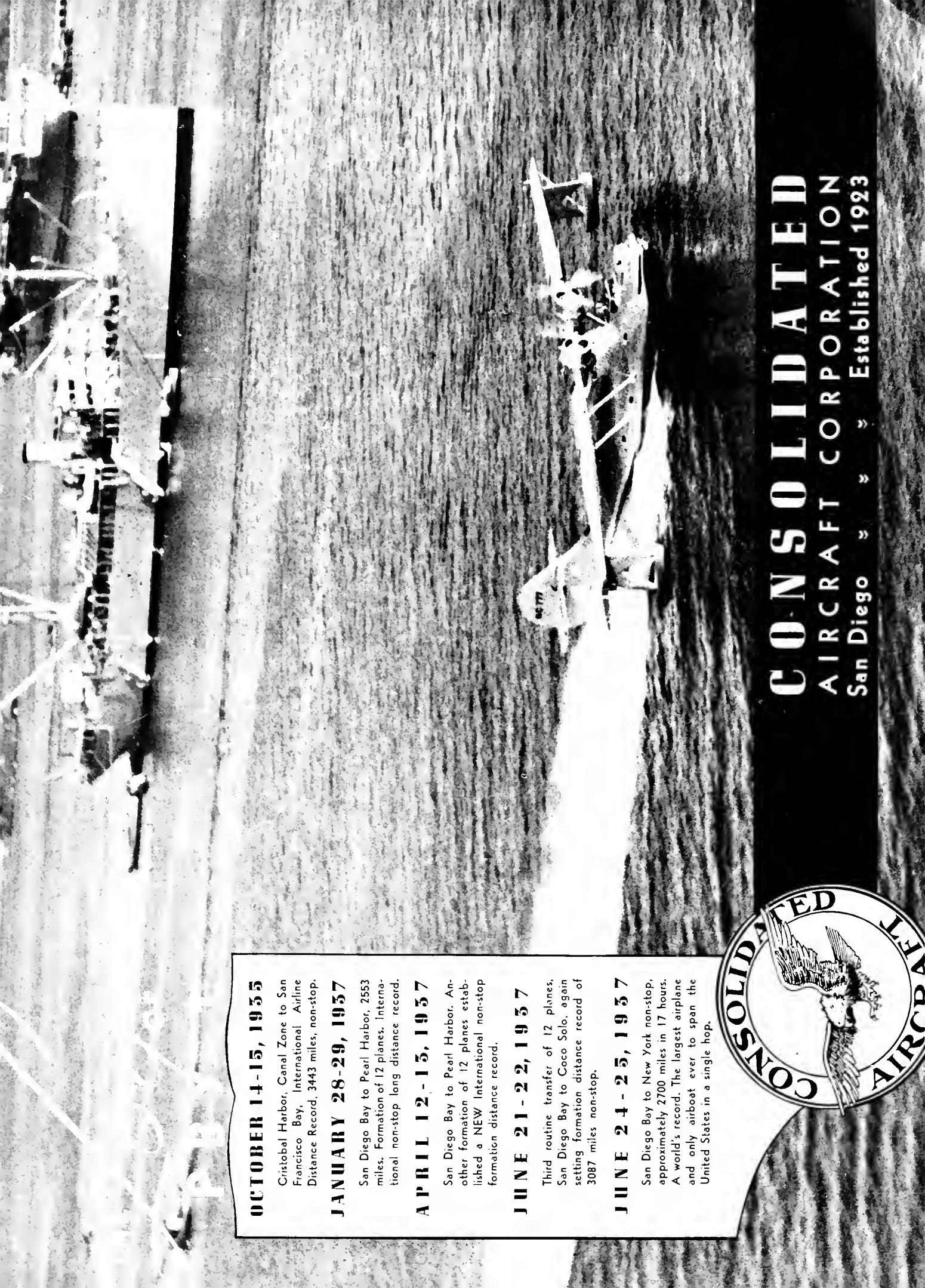
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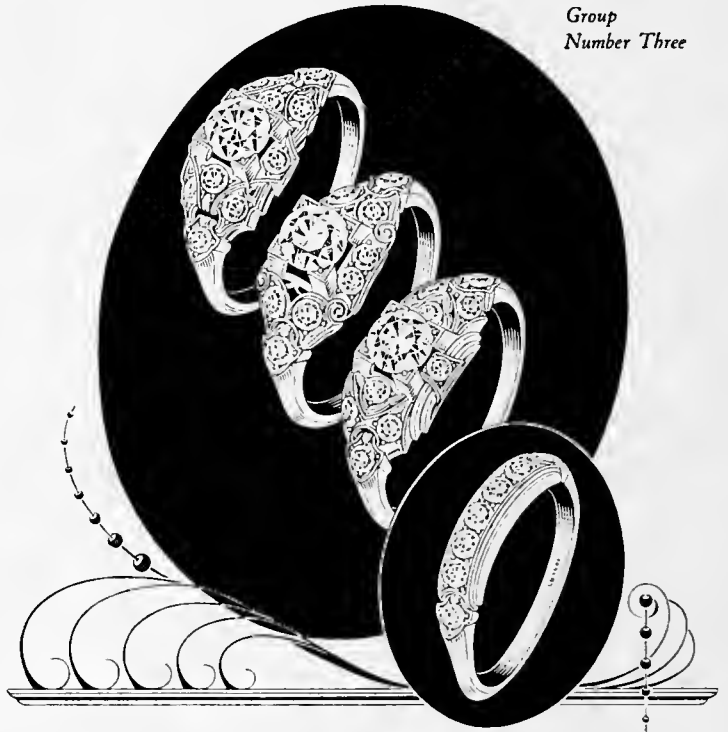
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# CONSOLIDATOR

Volume 2

September, 1937

Number 9

## The Yearling

TWELVE months ago an orange-covered, unnamed magazine burst into the growing ranks of industrial publications. *Consolidator* (its name chosen by competition,) has kept pace with the progressive trend of these media. Many complimentary remarks are being made about it by those issuing similar publications. Today it is basking in the warm glow of earned appreciation. It intends to avoid the danger of slipping into the somnolence induced by self-satisfaction, of lapsing as it were, into the land of the lotus eaters. No, our wide-awake periodical is appreciative of praise and tries to profit from constructive criticism, but it races on in its aim toward steady improvement and consistent achievement, whether all men speak well of it, or cover it with captious censure.

One year old, but what a wealth of experience has been accumulated by this yearling! How many things have happened to it since last September! How many interesting items have been recorded! How many thrilling articles have been printed in its pages! How many aeronautical accomplishments have been presented to its readers! Only the consistent reader of its columns can tell what a rich reward his perusal of this magazine has given him in amusement and instruction.

The limitations of space forbid a full list of all the meritorious articles which have been published, but its readers might be interested in being reminded of some of the more significant items. "Looking to the Future" by I. M. Laddon, "The New Building Program" by Wm. Maloney, "Testing Our Airboats" by Wm. B. Wheatley, "Big Boats" by Lt. Comdr. E. Chourré, U.S.N., Inspector of Naval Aircraft, at *Consolidated*, "Caltech Blows a Wind for Us" by K. D. Wood, "Armour Plate for Airplanes" by D. M. Carpenter, "The Wreckers" by K. R. Jackman, "Transcontinental Observations" by Raymond S. Madison, "Stainless Steel" by Tom Galvin, "Spot Welding, etc." by Chas. Hibert, "Hawaiian Flight, San Diego

Jan. 28, Pearl Harbor" by Wm. B. Wheatley and A. W. Koster. "Industrial Preparedness as Related to Air Corps Needs" by Maj. Philip Schneeberger, A. C., and Edgar N. Gott, "Flying 'The Lindbergh Line,'" by Bill Judd, T.W.A. Inc. "Ten Years on the Main Line" by Charles M. Urbach, District Manager, United Air Lines, "Coast to Coast Overnight" by Carl R. Anderson, American Airlines, Inc., and "The Commercial Conquest of the Atlantic by Air" by T. M. Hemphill. This list could be extended, but a line must be drawn somewhere, and other articles must go in *Consolidator* also. It will serve however, to show the high quality of reading matter which it provides for employees of the plant and interested friends.

The subject of aviation offers an almost unlimited field of interest and instruction for its devotees, students, workers, and enthusiasts. The boundless possibilities of this comparatively new industry, the unfettered scope of its engineering achievements, are fairly breath-taking in the immensity of their current accomplishments, yet they offer only a hint of an unknown wealth of wonders yet to come. And then too, the fascinating side-lights on its varied activities furnish an inexhaustible fund of fact, fancy, and fun for readers of a medium like *Consolidator*.

The cordial cooperation received from every department and every employee is indicated by the number and variety of contributed articles, and the diversity and scope of their interest appeal. *Consolidator* is justifying its name. Our huge factory, which employs thousands of men, has become articulate by the *Consolidator*, and the wishes, thoughts, interests and achievements of this large personnel are finding adequate expression.

Yes, *Consolidator* was an apt and well chosen name; for has it not tended to combine and make firm the constructive spirit of cooperation among *Consolidated* employees, with their fund of experience and instruction which might otherwise remain unvoiced? The answer, as well as the magazine, is yours, and a continued

favorable or unfavorable reply is your responsibility. Progress to date however, makes *Consolidator* optimistic.

The following paragraph concluded the first editorial which appeared in that momentous September, 1936, number:

"Here is your child, take it, lead it by the hand, watch it grow and thrive. Be firm with it, not too indulgent, and your pride as a parent will increase with each issue." This admonition has been acted upon. The excellence of your parental care is manifest. You have acquitted yourselves as good stewards of the manifold needs of your baby. Now keep up the good work! Do not relax your watchful oversight, and you will rejoice to see an uninterrupted continuance of its sturdy growth into a vigorous maturity and an undecaying age."

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## The President's Column . . .

terest also as it bears three famous signatures, those of Speaker Bankhead of the House of Representatives, of Vice-President Garner as President of the Senate, and lastly as a final approbation, that of Franklin D. Roosevelt, President of the United States of America. Note also the imprints of the White House and of the Department of State, in which latter Department the Act is given a Chapter number and a Private Law number.

All of us will be deeply grateful and appreciative to the sponsors of this legislation; our own Senator McAdoo and Congressman Ed Izac, as well as to those who reported the bill out favorably from the Senate and House Claims Committees, Senator Schwellenbach of Washington, the State of my birth, and Congressman Keogh of New York. Grateful too to those other Senators and Congressmen who by their approval of this just measure, made its passage possible. Thanks also to the Secretary of the Navy, the Honorable Claude A. Swanson, whose eminent sense of fair dealing led him to sign a report favorable to the bill's enactment.

One of our own family also comes in for a send-off—or better yet, a hearty welcome home; our friend and colleague Edgar N. Gott, who shepherded the bill through the various Departments involved, through the committees and through both Houses of Congress.

Ed's work involved particularly the fluent exposition of the various facts involved in the claim; the justice of these facts, and the assurance that no stone would be left unturned, no interested

factor left uncalled on, to the end that the original Bill might later become an Act, and finally a law of the land.

Last winter, when Ed left San Diego to attempt this difficult task, he left with the good wishes of each and every one of us; he now claims that his success was based on nothing else but the realization that we were all betting on him and backing him up; perhaps the hot weather made him yearn for San Diego, and, necessity being the mother of invention, accomplished his work all the faster. Seriously however it seems to me that Ed did a mighty fine job of it and I know you will all agree thereto.

Skipping from Washington, D. C., to the shell-riddled shores of China is now no job at all, especially if we use a PBY to make the jump, I have been giving a great deal of serious thought lately to the situation over there; the plight of the Chinese suffering invasion without declaration of war. Without passing on the merits of the controversy, it is apparent that, had the Chinese Government the assistance of say 100 PBY *Consolidated* airboats, the theatre of operations could immediately be transferred from Shanghai, across the China Sea to Japan; where the war would soon be brought to a close; possibly with far less loss of life and property than under the present circumstances, and certainly with the assurance that what havoc might be wrought would be in the backyard of the aggressor. In other words, any nation possessing *Consolidated* PBY's may count them as a reasonable premium on an insurance policy to safeguard its homes and firesides.

It is fitting at this time also to note that just two years ago, on September 3, 1935, the day after Labor Day, the date was set when *Consolidated Aircraft* moved in and started work in our new plant. 348 employees began active operations in our new factory. That was a small quota compared to our force today, and the plant was unfinished in a few details; but with the passing of two years' time, and the expenditure of much hard work, we have grown to our present impressive size.

Not many days after that nucleus had occupied their quarters and work was well under way, it became obvious that additional space was needed to carry on the business at hand and the new business in prospect. *Consolidated* had not been in San Diego for four months before conferences as to how the additional plant space would be located, were being held. By April,

“WHY, that would require an Act of Congress”—we have all used that expression many times to denote a most difficult task; a thing almost impossible of accomplishment. Similarly, few of us have ever actually seen an Act of Congress, although many are passed at each session.

Here however we are privileged to view a photostatic copy of one of these documents. It is of particular interest to all of us, as it brings relief to *Consolidated* for added costs incurred by us due to our desire to comply with the President's wishes with alacrity, at the time when he was launching the program of the N.I.R.A. and needed the support of all good American firms and citizens.

The reproduction will be of especial in-



Consolidated Aircraft Factory, 1935

SAY YOU SAW IT IN THE CONSOLIDATOR



1936, plans were well advanced. We now have 442,000 square feet of factory space under roof, and a paved yard comprising 212,000 square feet, additional, giving us, because of San Diego's marvelous climate, more than 664,000 square feet of area for manufacturing purposes. Instead of the original 348 employees, the personnel now required to man this huge factory is close to three thousand people.

May the next two years bring us all a commensurate growth.

**NOTICE!**

The resignation of Mr. R. S. Madison as Director, Secretary and Treasurer of *Consolidated Aircraft Corporation* has been received and accepted with regret by the Board of Directors as of 10 September, 1937.

Mr. Madison will occupy his present office during the next few months while he is doing some private work for me.

R. H. FLEET, *President.*

10 September, 1937.

**PBY-1 to the Rescue of Russian Flyers**

*By Harvey Gebruig*

THE Bay of San Diego glistened in the sunlit calm as myriads of lights danced on its surface and craft of all types rocked as they lay at anchor. Suddenly the staccato coughs of powerful engines coming to life were heard, and then a full-throated roar rent the air as a giant, yellow-winged, two-motored airboat cast loose from her moorings and headed for the center of the bay where she would have a two mile run.

Circling like a bird dog on the scent she headed into the wind and with a full blast of 2,000 horsepower skipped lightly over the waves, lifted her nose with majestic grace, and soared up and over Point Loma.

The "Guba" was on her way to make a transcontinental non-stop flight to New York, the distance three thousand miles and to be the first flight of its kind on record. Mr. Richard Archbold of the American Museum of Natural History and his crew had the honor of accomplishing this daring feat in 17 hours, 3½ minutes and *Consolidated Aircraft* of building a ship of such power and stamina as to thrust it to the fore among contemporary aircraft.

Soon after Mr. Archbold arrived in New York came the news that the Russian flyer

Sigismund Levanefsky, the Lindbergh of Russia, enroute to the United States from Moscow, a 4,000 mile flight, had been lost with his crew of five men shortly after crossing the North Pole.

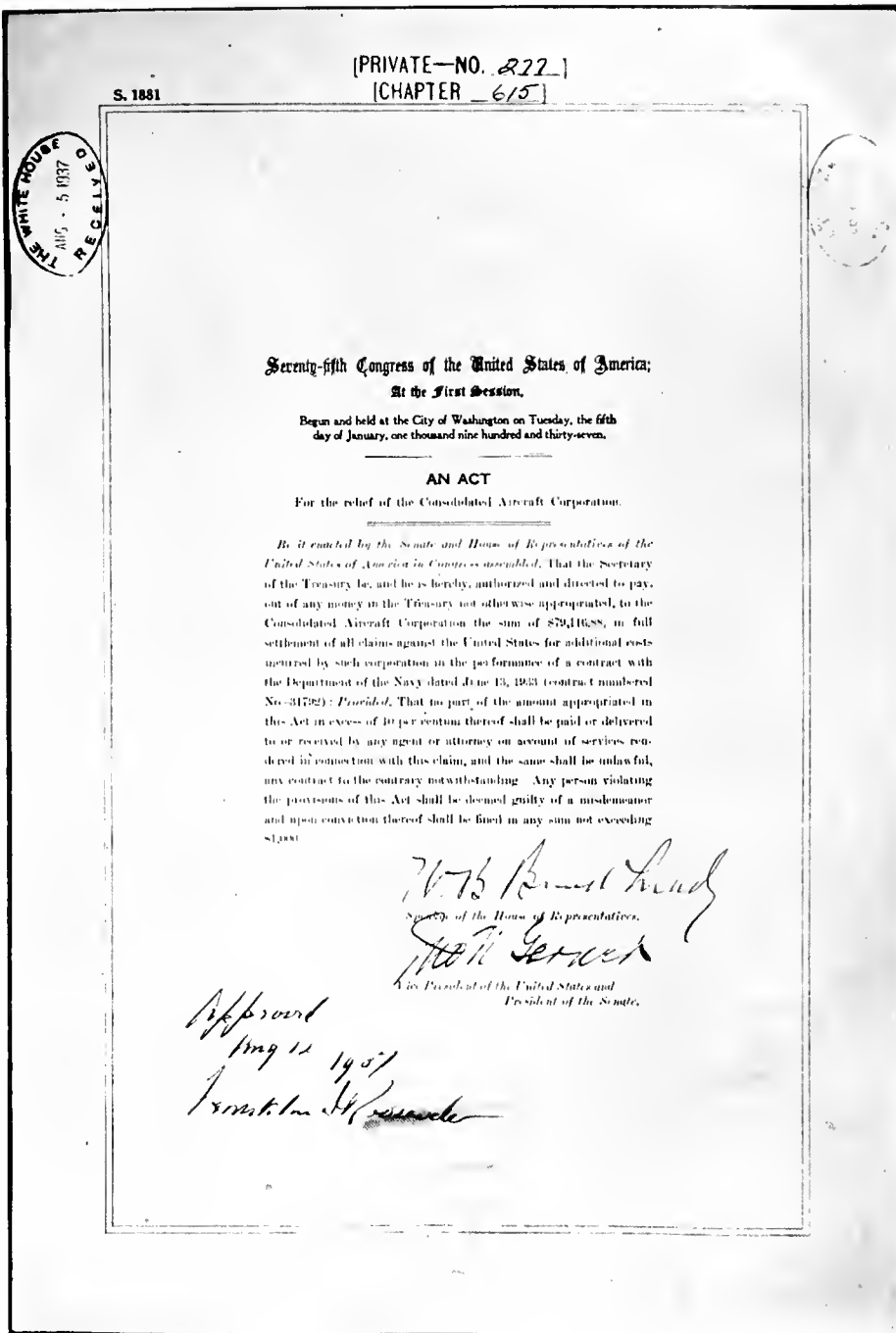
Of the estimated eight weeks that the Russian flyers might subsist several weeks had elapsed when the Soviet Russian Government engaged Sir Hubert Wilkins, noted arctic and antarctic flyer from England, to take charge of a searching party in the far wastes of Alaska. Through the prompt cooperation of *Consolidated* an arrangement was made between Amtorg and Mr. Richard Archbold whereby with the permission of the United States Navy he

was to sell his \$250,000 craft to the Russians to be used in the search.

Sir Hubert Wilkins speedily gathered a crew consisting of Air Commodore Herbert Hollick-Kenyon, well-known flyer of the Lincoln Ellsworth Antarctic Expedition; Gerald Brown, the Guba's regular mechanic, Raymond Booth, radio man, and Al Cheeseman, ace pilot, who was to join the searching party at Port Arthur, Alaska.

Mr. Rogers, the former pilot of the Guba, accompanied pilot Kenyon as far as Coppermine, Northwest Territory, to familiarize him with the handling of the ship.

(Continued on page 21)



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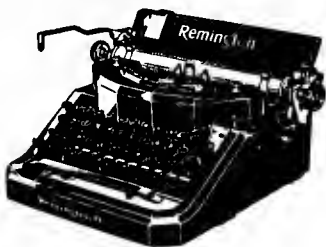
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## "BILL" MALONEY

By J. E. Whitman

NATURALLY, a phlegmatic fellow would notice a super-active person like "Bill." Opposites do attract. Perhaps that is why I was so interested in "Bill" Maloney the first time I saw him back in Buffalo in 1935. Who could that long, lean bundle of energy be? I thought, as I would see him dashing hither and yon about his work. This restless expression of nervous energy fascinated me. My curiosity in time, accumulated the following information. Of course, it is only a sketchy outline of a small part of the picture which might be drawn.

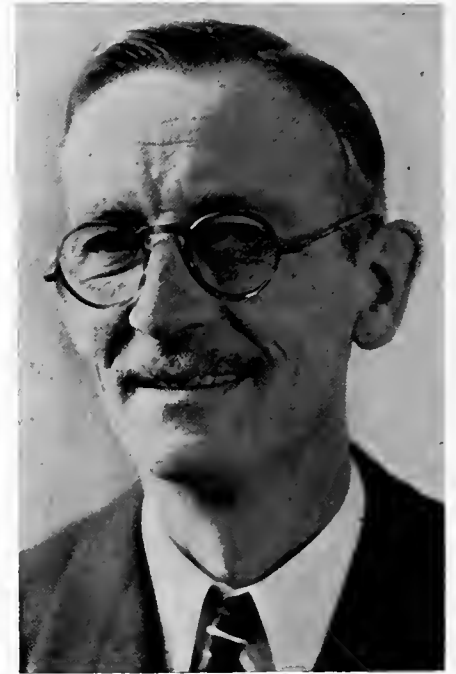
"Bill" Maloney is a strange anomaly. Under high pressure all the time, never appearing to relax, yet always even tempered and good-natured, efficient and able, he hasn't a particle of egotism and seems to be happiest when unnoticed.

He was formerly associated with Beman & Candee, Buffalo, Consulting Mechanical & Electrical Engineers, as head of the Electrical Department and acted as consultant to the architectural profession and to industrial plants.

*Consolidated Aircraft Corporation* first retained his firm's services during the latter part of 1933, to prepare mechanical and electrical plans for the new *Consolidated* plant at San Diego. "Bill" spent about six months on the plans, due to changes, etc., only to see the fruits of his half year's work abandoned. Those plans are now locked up in a safe in the Accounting Department.

In early May of 1935, Mr. Van Dusen got in touch with him and retained him to prepare plans and specifications for the electrical equipment in connection with the plant we now occupy. Due to the need for haste, one of the stipulations in their contract was that as much work as possible be performed in the *Consolidated Aircraft* office rather than in his ("Bill's") own office in Buffalo. Henry Fink, then employed as an electrician with the company, was detailed to work with him, and they started on plans for the original factory and wood mill on May 9, 1935. The complete plans and specifications were put out for bids to California contractors, and mailed to Mr. Leigh who was then in San Diego, on the 31st day of May, 1935.

After bids were taken, due to changes in arrangement of machinery, considerable additional supplementary work was required on the plans, which necessitated his presence in the Buffalo office of *Con-*



Wm. A. Maloney

*solidated Aircraft Corp.* a large part of the time up to and including June 20, 1935. Then, about the 1st of July, 1935, Mr. Van Dusen interviewed him again and requested him to take over the work of selecting and specifying the motor-starting equipment for the machinery being moved from Buffalo to California and for new machinery being purchased. On this job he was associated with Henry Golem and J. W. Van Doren, and worked with them until August 5, 1935.

During the latter part of this period, he says, he had an opportunity to observe the working of *Consolidated Aircraft Corp.*, and the thing which impressed him most was the apparent wholehearted cooperation between the various departments and the equally apparent lack of "buck passing"; and this made him decide that the aviation industry might be a pretty good star to which his wagon might be hitched, especially in view of the fact that consulting engineering, similarly to architecture, had been one of the sadder lines of endeavor during the period of 1931-35.

About the 10th of August, in a talk with Mr. Van Dusen, "Bill" questioned him as to the possibility of there being a place in *Consolidated Aircraft Corp.* for a man of his type. Mr. Van Dusen told him that, in his opinion, he would make a very good Plant Engineer, but the place was already filled very capably in the person of J. W. Van Doren and Bill heartily agreed with Mr. Van Dusen on this

(Continued on page 20)

# Plant Safety

THIS is the first article to appear in the *Consolidator* on plant safety. It is our plan to have safety news and articles in future issues of our magazine.

Years ago the average industrial plant was considered a dangerous place to work and rightly so; very little attention was paid to guarding of machinery and moving parts, first aid facilities were practically unknown and no attention was given minor injuries that so often developed into infection cases. Safety education and accident prevention work among the industrial groups have changed all this and today the modern plant is the safest place of all.

According to the National Safety Council, during 1936 there was a total of 111,000 persons killed by accidents which were classified in four groups as follows:

- Home Accidents—
- 38,500 killed .....34% of total
- Motor Vehicle Accidents—
- 37,800 killed .....32% of total
- Public Accidents—
- 20,000 killed .....18% of total
- Factory and Industrial Accidents—
- 18,000 killed .....16% of total

The old theory that home is the safest place is wrong, as the above figures explode that idea.

In laying out a new plant every attention is paid by the architects and designers to provide ample light, heat and ventilation. Machinery and moving parts are guarded in all practical cases and a first aid unit is provided for the employees. The new modern plants have provided a reasonably safe place to work and it is up to the employees to see that accidents are avoided. It can be truthfully stated that about 95% of the accidents occurring today can be prevented.

In our plant we have a safety organization that is active. Every plant accident that occurs is investigated and steps are taken to prevent that type of accident from occurring again, providing it is the fault of a defective machine or a lack of a proper safeguard. In a great number of cases, however, it is the employee's own carelessness that causes the accident, as per examples taken from our records:

Number 1—Employee was wiping off machine with rag. Put hand and rag under guard while machine was in motion. Rag caught on to gearing and pulled hand into moving parts, causing bad injury to hand and wrist.

*Caution*—Stop machines when cleaning them.

Number 2—Grinding part on disc grinder—not wearing goggles. Small piece of metal penetrated eye. Infected eye and partial loss of sight of eye.

*Remember*—Wear goggles when necessary.

Number 3—Got small dural splinter in finger while handling piece. Did not report to First Aid Department for several days. Infection resulted and it was necessary to amputate part of two fingers on right hand.

*Don't Forget*—Report to First Aid at once.

Number 4—Employee lifting heavy object. Strained back and side, resulting in serious injury and possible hernia.

*Warning*—In lifting heavy objects always get help from a fellow workman.

We build safety in our planes and we should take steps to see that we all work with safety in our minds at all times.

From the records of the Safety Committee during the past year we find that plant accidents are on a steady decline. We have classified our plant accidents in ten groups and are listing them below in order to inform you of the types of accidents that are the most frequent in our plant:

Accident Classification.	% of Total
1. Machinery .....	7.9
2. Eye Injuries .....	17.2
3. Falls of persons.....	9.2
4. Handling Objects .....	13.7
5. Falling Objects .....	4.6
6. Striking Objects .....	12.9
7. Hand Tools .....	8.6
8. Power Portable Tools.....	13.3
9. Burns .....	0.6
10. Not otherwise classified .....	12.0

From the analysis of these accidents it is shown that *Eye Injuries, Handling Objects, Striking Objects* and *Power Portable Tools* are causing the majority of accidents in our plant.

Employees are requested to report unsafe conditions and practices to their foremen or leadmen so they can be corrected.

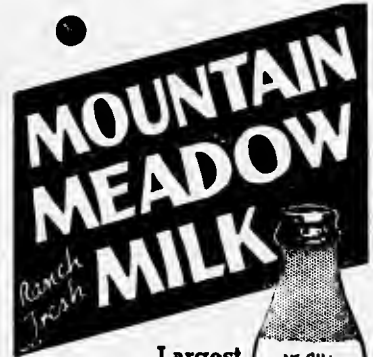
Do not hesitate to report to the First Aid Department if you are injured in the slightest degree. All small cuts and scratches should receive immediate attention. Records indicate that one out of ten minor injuries of this type develop into infection cases if not properly treated by the First Aid man or Doctor.

*Work Safe—Play Safe—and—Be Safe.*



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## Sports . . .

After the defeat by Santa Ana, the "Eagles" won the "A League All Stars" game 5 to 2.

Score:	R.	H.	E.
Eagles .....	5	8	3
All Stars .....	2	5	5

Batteries: Seacord and McCleary; Sumek and Riley.

The following Friday, August 13th, the Eagles defeated Lockheed Aircraft 13 to 2.

Score:	R.	H.	E.
Eagles .....	13	20	4
Lockheed .....	2	4	2

Batteries: Seacord and McCleary; Sirkin and Riley.

Saturday afternoon, August 14, we met Northrup Aircraft at Inglewood:

Score:	R.	H.	E.
Eagles .....	15	16	1
Northrup .....	1	4	2

Batteries: Seacord and McCleary; Kratoofil, Wright and J. Brenaman.

The game with North American was different, resulting in a score of 5 to 2 and featuring a home run by Seacord.

Score:	R.	H.	E.
Consolidated .....	5	10	2
North American .....	2	0	1

Batteries: Meyers and H. Ondler; Worral and Ralston.

The first game of the Examiner Tournament turned out to our liking. "Ed" McCleary's two hits for four times at bat, featuring the contest.

Score:	R.	H.	E.
Consolidated .....	2	5	0
Campbell's .....	0	3	3

Batteries: Seacord and McCleary; E. Grijalva and W. Helm.

The Jacobson gang reduced the Eagle's scream to a whisper by scoring 5 to 2.

Score:	R.	H.	E.
Consolidated .....	2	4	2
Jacobson Sign .....	5	9	4

Batteries: Bailey and McCleary; Meyers and Gilmore; Gonzales and Fournier.

Bob Bailey and McCleary were the battery for the first five innings, being replaced by Meyers and Gilmore in the sixth with two on and no out. Meyers retired them with two strike outs and a pop fly, but spoiled it in the seventh when he walked four, bringing in the last run that was made. Bailey allowed seven hits, one walk, four runs, and no strike-outs while Meyers allowed only two hits and struck out five, but walked six, one of them a run. We were not beaten by the tournament winners, because Jacobson Sign was

beaten 1-0 by Naval Training Station the following Saturday, who in turn were defeated by Day's Service. The last named team, as tournament winners, will represent San Diego in Los Angeles on September 7th.

## Wing Tips . . . .

By "Dick" Biggs

• Who is the young man in the Wing Bulkhead Department who gave 15 to 1 odds that the Louis-Farr fight would not go 15 rounds? (Do you know, Barnay?)

• Forrest Cornelius' next step will be to write a book of advice to the lovelorn. (We are still waiting for the date "Corne-y.")

• With the football season coming on we'll wager that many of the boys wish that they had cleats on their shoes instead of dural shavings.

• Sam Galasso has been seen in a certain malted milk shop on Broadway quite frequently. (He must be getting ready for a take-off.)

• Charlie Fornes was seen at Pauls' on a certain Saturday evening. (Did you enjoy the "talent" in the floor show, Charlie?)

• Miss Mamie Kibble employment office, enjoyed the picnic immensely. As a matter of fact, she would not mind if we had one every week. Who wouldn't? (The ice cream (?) was delicious.)

• Will somebody kindly tell Steve ("I've got two") Powell, how to grow hair on his chest. He was slightly embarrassed at the lack of it while he was parading around the beach.

• Matt. Barthel is going to write an article for the next issue of the *Consolidator*. The title is going to be "Why the pin-ball game is detrimental to the pay check."

• We wonder who curls Don Kimball's hair for him? (Don't tell me that "Pretty boy" does.)

• The boys in the Wing Bulkheads are wondering where Joe Davis, Wood Shop, gets all the pretty ties and flowers he wears to work?

• The Wing Department boys wish to thank Francis Burleigh for the cigars he "dished" out after his recent marriage.

• We wonder why George McElvain ran off and got married so secretly?

• "Herb" Ezard is going to write a book on "Vacationing at La Jolla." We wonder if he is a member of the La Jolla Chamber of Commerce?

• Who said "I'll trade you an ice cream ticket for a beer ticket?"

• Famous last words "Let's take your car."

# The First Aid Station .

By J. R. MacDonald

HOW many of the employees in *Consolidated Aircraft* know about the "First Aid Room?" All of them perhaps, in a general, vague way. They know of course, that there is such a place. And some of them, those who have had to visit it, or who have been brought to it for the treatment of accidents, may recall it all too vividly.

With the thought of acquainting as many as possible with the activities and functions of the man in the glass-enclosed room adjoining the Assistant Superintendent's Office, the following brief article is being printed. You may be glad to remember it at a time of accident.

It's a busy place, this little dispensary. Conveniently located near the center of the shop, it is identified by the familiar red cross on the door. This makes it easily found in an emergency. We handle anywhere from forty to sixty-five "reported cases" (meaning cases requiring written report,) daily. This number does not include the many minor injuries, such as scratches, bruises, etc.

Simple remedies are administered and advice is given to those asking questions about personal hygiene. It would surprise you to know the great quantity of pills we hand out,—laxatives, bromides, etc. A place of this kind catering to the emergency needs of over three thousand men dispenses quite a quantity of these pills.

The foregoing sketchy outline will indicate some of the activities of a daily round of duties. It would seem a well-filled, strenuous routine to anyone inexperienced in that line.

It is gratifying however, to be able to help the boys out on any points where my experience may aid them, and in this connection it might be added that the function of this First Aid Station might be described as twofold in its nature,—prophylactic and therapeutic, preventive as well as curative.

Most cases come under just a few classifications, such as metal cuts, foreign bodies in the eyes, etc. Of course surgical cases requiring professional attention,—broken bones, cuts requiring sutures, and others of that nature, are removed immediately to one of the Plant Surgeons for aid. Serious eye cases are taken to an eye doctor, and cases requiring the services of an osteopath are cared for by a licensed expert in that profession.

But let me impress upon you the importance of promptly reporting your in-

juries. Don't go home with possibly a foreign body in the eye. Before morning it may become more deeply imbedded, therefore a great deal more difficult to remove. After all, you are the one who has to suffer from the neglect. Then too, failure to take care at once of a small cut may be just the opportunity that John Infection is looking for, and the result may be a long siege trying to stop him. So for your own protection, have your injuries taken care of immediately.

## "Hlobil"

ANOTHER aircraft factory, *The Lobil Aircraft Corporation*, has been launched upon the sea of industry, and our old friend and fellow-worker Josef S. J. Hlobil, is the "skipper." President Hlobil considers himself fortunate in having the following directors for his company: Charles T. Leigh, vice-president of *Consolidated Aircraft Corporation*; E. J. Rivers of North American Aviation Corporation, Gregory M. Creutz, and E. J. Dickinson.

Josef Hlobil has the good wishes of all his friends of course, but he also has the solid asset of an adequate technical training and an ample experience in aeronautical matters. He is a graduate of *Brno Polytechnic Institute*, Czechoslovakia, piloted an Austrian plane during the "World War," enlisting at the age of 19, and saw service from 1917 up to 1922.

After the war, in 1923, he was connected with "Curtiss Aircraft Corporation" where he worked for two years. Following this experience he was affiliated with "Kirkham Aircraft Corp.," Garden City, L. I. With this organization for the next two years he was engaged in developing an experimental plane called "The Bonny Sea-gull." This plane had all-metal wings with controllable incidence and dihedral. It had possibilities, but never proved practicable.

In the spring of 1926 he was hired by Col. Clark, who was at that time Chief Engineer and Vice-President of *Consolidated Aircraft Corporation*. He worked on the original Army and Navy Trainers, PT's, NY's, etc., and went through the early period of pioneering and rapid growth. As assistant to Joe Gwinn, Chief Engineer after Col. Clark left, he was placed in charge of the Army and Navy training planes.

In his present work he expects to specialize in building high speed military pursuit planes. They will be absolutely

(Continued on page 22)



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# ANNUAL PICNIC

By Norman Davidson

Dame Mother Nature turned off the run of unusual weather and splurged herself a bit by turning on good old California climate, on that glorious day dated August 21st, just past, at which time many of us and ourn treked to Mission Beach. Thar to partake of this and that and a goodly bit of the spirit bracer which so comfortably adorns the abdominal cavity and fills the wind with relaxitivity. Came, it did, in stout containers and many of 'em, and somewise greatly enlarged the cross-sectional area of many a man's pear-shaped sack lying at the end of his gullet. Yes, and a similar fate o'ertook the youngsters, but their's was expanded by cow's juice, plain, chocolatified, and fruz, and orange squeezins. There were probably some many other things et too. Not exactly probably, but most likely undoubtedly. Yet according to all reports all seem to have weathered well internally, while some reddened externally, considerably.

There was that paradox, you will remember, which started the whole affair . . . Them fellers which all week hammer and saw, scrape and blat and get nothin' but noise and parts did. Them fellers as sat up there in their best bib and tucker, hammering, sawing, scraping and blatting and squeezing out periodic and rythmic vibrations to tantalize the auditory nerves and sooth the savage temperment. 'Twas nuff to make a man see double, and so it did, for there were Curtis Sproul aleadin' and oft to one side, sort of, was a group: Craft Bueger, Sheppard Woodhead, Wade Hammet, Estep Spear, Morey Harshburger, Clark Thursan and Stockton Maisheff. And in the center, like, M. Van Dyke Brown, Sutton D. Van Dyke, Wade Watkins and Kimble Bears. Tuther side was Bell Hodgson, Dale Brady, Plumb Hastings, Thomas Hawthorn and A. Warner Librarian.

To the south of the picnic tables, where things was mixed with ants and et, was a well dusted area where strange goings on went. There, right in the light of day was women ahamerin nails into pieces of wood, when according to all eminent cartoonists they should be doing it on a wall and hitting their thumbs. Then there was cruel parents tying their children's adjacent legs together and makin' 'em run, when it would of been much more comfortable to have oscillated the pedal ex-

tremities unattached. And again there were women throwing away perfectly good rolling pins, when they could have used them to flatten out a combination of flour, water, shortnin' and a pinch of salt. But then, from the looks of things maybe they had been giving 'em a good workout not so long priorly and was plumb exasperated.

To show you how foolish the human race can be at a picnic, they lined up the most huskiest men along a big rope and set half of 'em pulling in one direction and half of 'em pulling in tuther. Course after a span one group of 'em got a bit weak and then, just when a bit of progress began to show up, they called the whole thing off when anyone could see that by putting all the men on one side they could have moved the rope anyplace they wanted, right at the start.

Otto Menge was there shooting pictures. There weren't any loud reports. A photographer isn't like a taxicab driver who takes his day off and goes riding, because he takes his day off to shoot pictures, and the following day to develop 'em.

About this time the kids discovered the free merrygoround, plunge, ferrywheel and was scattered all over the place, while the grown-ups watched full grown men just a sluggin' each other up where the band was once, and groan and grunt artists tested the ropes at each other's expense. Course, it was soon time to round up the offspring and the grown-ups went about three places more than they had been looking for them and they had been considerable.

Yes, of course there were pretty girls at the beach, what do you expect? It seems C. Sheppard was the only one of a fast disappearing race who knows the original use of the kneckerchief. The feminine things couldn't seem to get 'em over their heads, and willynilly they just left 'em there, stuck.

After a brief breathin' spell there was another outbreak which started in the ballroom, and with the full sanction of the management. Why, there was a mad Russian up there tryin' to blast his tonsils out, and a Scotsman who had attached three or four horns to a bag he was already trying to squeeze the air out of and a little girl with a big box in her arms which kept trying to fall apart, but she

yelled at it and managed to hold it together. There was a fella played the gitar in the strangest way. He had another fellow hold it for him. And another fellow, an odd, scientific man, had succeeded in hybridizing a violin and an old-fashioned phonograph horn. Seems he got away with it all right. And it was pitiful. There was a little girl whose feet just sputtered around faster than blue blazes on that slippery floor every time the orchestra played a hot number. Maybe it burned her feet, I don't know. The piano rhere seemed to be hard to handle. One time they had two small girls manipulate a tune out of it, and when a fellow played it it seemed to run away with him, the tune came out so fast. There was much nice singing and music and one charming young lady had a fight with the microphone, but she won!

Course the audience was for the most part unappreciative. When the entertainers were done, why they just swarmed out and yelled their heads off, but it sounded nice. Maybe it was singing? Then they got tired of that and fell into the old American custom on a slippery floor. You know, a fellow walks up to a girl, then slides his foot around to one side like he was trying to step around her, and she sticks out her foot and stops him so he tries it with the other foot, and they keep it up all night. Well, maybe they don't want to get past each other. . . .

Whilst there were many things which are kinda unaccountable as to reasonableness, an affore mentioned, still and all the grand total consensus of opinion relative to this picnic, is most inextricably expressed by our friends the Greeks, in that terse classic summation of it all, when they said, "The picnic was a darb!"

Oh, yes, the eventers and sech:

C. R. Brady and his Hill Billy Band, Less L. Crawford, M. of C. for the all. E. Jackson the magician, Bernardine Roesse, tapper. Nicholas Tuevesky, Russian songer and Scotty Doig the plumber (piper to you) Mary Trushinski, falling box manipulator. Jimmy Eaton, Scotch, and Bill Milton violin. Jimmy McCoy ivory tickler also Clara Tuevesky and Gwendolyn Harvey, ditto, double. Ernie Hodgson violin-monostringo. Catherine Phipps, cherry blossom song. Kelman Aiken tenor profundo. C. V. Sheppard, his son and daughter, symphonic trio. Viola May Clutinger, jitteryfoot artist. Diana Boone Mickey Mouser, singer. Miss Richards, Irish Eyed singer. Phillips, Kern, Bayer and Markey, quarto. . . . gytarupstandus.

Instigator of community harmony, Bill Stutzke.

(Continued on page 18)



SAY YOU SAW IT IN THE CONSOLIDATOR



WE met in April and chartered Bill Belows boat, the *Doretta B.* Bill is a skipper of twenty odd years, and is known to most men in *Consolidated Aircraft*, many of whom have fished with him.

Our group of eight were at the Red Sails Inn Pier, south of Broadway at 12:30. We were swapping experiences of seasickness the last time we were out. Bill was below but heard the boys' talk, and sticking his head out of the hatch door, with a broad grin on his face, remarked, "I don't think any of you boys will get sick tonight, it's such a nice night." As the tale develops you will see that Bill was wrong.

We slipped past North Island and arrived a mile from this point, at the live bait barge, just a lighted lantern sticking up out of the bay, it was hard to distinguish from the lights on the beach. But the skipper pulled alongside of the tank where we were met by "Pete" with a flashlight in one hand and a seine in the other. The boys snubbed the boat to the barge. Here Pete and Bill transferred those little "race horse sardines" to our bait tank.

At last we shoved off and rounded North Island. The boys began to hunt comfortable nooks where they could sleep. Bill Harvey and Andy Drogen were settled down in the bows till the boat smacked into a swell and the spray drenched them into wakefulness. Again they searched for a place to settle down in, but were forced to resume their spot near the bows. The hold was noisy with sleepers' snores.

Bill was at the wheel, holding his course a little east of south. Now we were out

# A Fishing Trip to the Islands with Skipper Bill Belows

By M. F. Dowse

at sea. Dark as black cats, it was two-thirty in the morning. Our course took us between the Coronado Islands, that is, if none of us interfered with Bill's steering. Had we done so we might have fetched up almost anywhere.

Dawn was breaking. The sleepers were awakening and beginning to stir about. Bill suggested that we take up a pool for the largest fish caught that day.

The fun began, with the boys arranging their gear. Stumbling over one another to get to their favorite spots, there was much stepping on corns, etc. On a trip like this, those with tender feet are forced to sit on them or hang them over the side for safety.

There we were between the islands. Out went the race horse sardines, on all sides of the boat poles were extended to their farthest reach. "A strike!" Yes,—it was Orville Cunningham who had first honors. He is a tall, husky boy of nineteen, and he battled for a half hour with what we thought to be a prize tuna. There was much struggling and many feet were trampled on, but finally we managed to gaff a little twelve inch mackerel.

"Whir-r-r-r!" went another reel on the port side. That strike happened to belong to Sam Miller of the Bench Department. He darted to the stern, leaving mashed feet, and heads banged, with his 13-foot pole. As he reached the verge of exhaustion poor Sam wanted nothing so badly as to rest his arms, but the skipper's warning to keep his pole off the rail forbade it. It was heartrending to hear his cries for help. But at last he raised the fish and the skipper gaffed it.

After we caught twenty yellowtail they stopped hitting and we had no more strikes. We decided to head back for North Island and try for bottom fish. At this point we saw many seals and birds.

The anchor being out and the motor silent, the boys began turning a pale greenish color. One by one they bent over the rail. At the end of the anchor rope the boat was only about 200 feet from shore and the water was rough. But fishing was good.

After our sacks were filled and it was twelve, noon, we upped anchor. Bill headed the boat on its course, and then cleaned all the fish. By now the boys were tired as well as sick. Point Loma looked good

to us. At three we were at port being looked over by spectators asking us if we got sick, and trying to hide their amusement by a look of mock sympathy. It was a comedy to them! Home and into the bathtub and nearly sea sick once more, we went to bed. Goodnight!

## To Little Eva

"With the Wives at the Picnic."

Woe is me! What is a poor woman going to do, with all the ridicule on one side, and congratulations on the other? Sorry, but that is my plight regarding the article I wrote for last month's *Consolidator*. I wish someone would help me out with this column. Again, woe is me!

Swell picnic, eh, what? Lots of sun-burned backs and noses, as red as June's fresh-picked roses. As warm as Satan's fire in Hades, husband's back is cooled by ladies. Gee, the pool was awfully crowded. One could hardly swim. Lovely day with skies unclouded, lots of girlies nice and slim. Quite a treat for eyes of husbands, were the damsels sweet and fair. And quite mad were certain ladies at their husbands who did stare. Pity me! I'm on a diet. Tempting looking is the beer; and how I should like to try it! Woe is me! I shed a tear. Woe is me! Woe is me! Won't someone help me out? Please!

P.S. No, gentlemen, I'm not trying to turn your little magazine into a "Ladies Home Journal." I'm only trying to help some unappreciative men by giving them a little reading matter to help "laze" their time away. Mrs. (2431).

## Hedonist

Oh, life has taught me lessons—  
I've learned a bit of lore;  
I'd rather have the morning after  
Than miss the night before!

And there was the girl who knew all the answers, but was never asked any of the questions.

## Unnecessary Effort

She: "I learned how to kiss practically before I learned how to walk."

He: "If you really learned how to kiss you wouldn't have to learn how to walk."





By Joe Maloney

Bob Huggins, who has worked at nearly every job in Planning, has left us to enter U.C.L.A. We understand he is taking a special course in Marine Shipping. It may be that the little fellow with wings and a bow and arrow, had quite an influence on Bob's decision to go in for higher education.

Freddy Brady leaves us to take a course in Engineering at San Diego State College. Freddy is an earnest and conscientious worker, and will undoubtedly go far in his chosen field.

Al Smithies has left us to enter another line of business. He has the best wishes of all the boys, and we are going to miss him. There is a lot of him to miss.

Margaret Coykendall states that she is becoming quite proficient in cooking, as she can now cook six things. Bert Gimber rises to remark, "Yeah! Half a dozen eggs!"

Bill Liddle, tired of chasing up and down the Plant, brings his genial smiles into the Planning Department, and parks his feet under a table where he can take life easy (?) for a while.

Another deserter from the ranks of the bachelors is Bob Hyder who became the happy groom of Miss Vivian Schock, Friday, September third.

The Love Bug is working overtime in our section of the Plant, as Bob is the fifth one of the boys to take the fatal step this past month. The others being Ed Hagar, Ed Jones, Frank Cary and Fred Rosso.

Just a word of warning to Grace Koenig. There are not many single fellows left. We might suggest to Grace that she read the last verse of Jack Whitman's poem in the August issue of the *Consolidator*.

Roy Coykendall, Les Matusek, and Ray Hartmayer have found the best place in town to buy malted milks, at three for fifteen cents apiece. The other day, when they were trying to outfumble one another in dodging the check, the following conversation took place:

Roy: "But I really must allow you to pay for the drinks."

Les: "Old Fellow, I couldn't think of letting you accept my treat."

Roy: "Well if I let you pay for the drinks next week, will you permit me to accept your treat now?"

Some day when you are in the vicinity of the Broadway Pier, stop in the Curio Shop and have a chat with Skipper Dixon. He is a typical Old Salt, hale and hearty, and the sparkle in his eyes is as bright as the jewel he wears in his right ear. He can regale you with many a yarn of strange happenings on these Pacific Shores.

We found him "busily engaged" in building a full-rigged ship in a bottle. He tells us that in the old days, one of these bottles hung on the wall in each sailor's home, and when he went to sea, his wife kept faithful watch over it, and if the cord broke and the bottle fell to the floor, it meant that her man had been lost at sea, and she was free to marry again.

Ed McCleary and a bunch of the fellows were out the other night making the rounds. On the unsteady trip home, Ed suddenly halted the gang and pointing to a house across the way said: "See that house over there?" After all had admitted seeing the house Ed went on. "You know what? I used to know the man that that's the house of's daughter."

Bob Mussen, one of our most industrious pipe smokers, gets quite a kick out of experimenting with special mixtures of his own. Some of the boys helped him out with

a blend of scraping and rubber bands. Bob's verdict was, "The best Yet."

John Kester invited about a dozen of the boys to his Perspiring Pups Pavilion at Mission Beach some few Saturdays ago. The boys report that a good time was had by all. They are especially enthusiastic over the quality and quantity of the food served by their host.

Paul Gaughen says, "A fellow hasn't much chance to get to first base unless he knows where it is."

The Quintessence of Expeditiousness!! Lloyd Bender authorizing an intra-departmental communication.

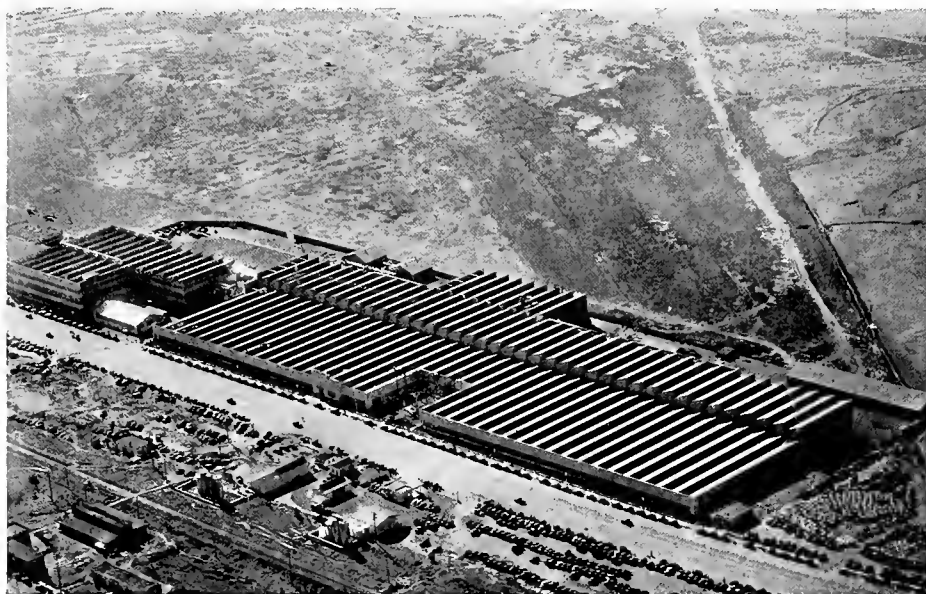
Bob Huggins, Planning's Peripatetic Paragrapher, is an enthusiastic exponent of the black art of magic. His bag of tricks holds a number of interesting and mystifying illusions, and the grace he displays in the use of his hands is exceeded only by that of Zazu Pitts.

Now we know where he gets those gorgeous neckties which so intrigue the plannerettes of the department.

It is suggested to Lloyd Bender, Jack Whitman and others who roam around the department with wrinkled brows, muttering numbers to themselves, that Bob's talent for making cards appear, disappear, and re-appear, might be used to good advantage in locating missing process cards.

#### MARRIED

"Bill" Drowne, Experimental Department Dispatcher, married Ilene Noah, of La Jolla, at Yuma, Arizona, on August 28. Congratulations!



Consolidated Aircraft Factory, 1937

SAY YOU SAW IT IN THE CONSOLIDATOR

# TESTING A TRANS-ATLANTIC FLYING BOAT WING

By Ken Jackman, Test Engineer

IN the above cartoon "Clayt" Soulé, our talented Final Assembly caricaturist, has portrayed a proof load test of a trans-oceanic "Super-Flying Boat" wing as he thinks it might look if the men involved properly performed their jobs.

The plane for which this wing is designed could carry either 32 passengers with their luggage and with sleeping accommodations and all the "comforts of home" or tons of baggage and mail. This article is aimed to answer some of the questions or allay the fears of the "shop boys" and our commercial contractors and to assure them that every possible precaution has been taken by the Test Group to make such a wing test a complete success.

When we of the Test Group, under the able guidance of Roy Miller, started thinking of a wing-proof load test of this size, little did we realize the magnitude of the job or of the many problems that have since presented themselves and have been, we hope, satisfactorily solved. The answer to all these months of preparation, the expenditure of thousands of man-hours of labor, the erection of thousands of pounds of steel structure and the moving of tons of sand will be given on the day of the final test.

Inasmuch as all details of this trans-oceanic project are carefully guarded from our competitors at the present time, the writer will refrain from giving actual loading statistics but will attempt to show the magnitude of such an undertaking by everyday comparisons.

In the article "The Wreckers" of the December issue of the *Consolidator*, the author attempted to describe the XP3Y-1 (XPBY-1 for the benefit of new shop men) wing tests, the largest patrol plane wing tested up to 1934, and referred to the 20,000 pounds of sand bags which had to be moved several times into place on the upside down wing. The confirmation of the adequacy of that test has been given in the fine service records of the PBY-1 squadrons operating from smashing seas and in "dirty weather." The new transoceanic wing, however, must carry well over one hundred thou-

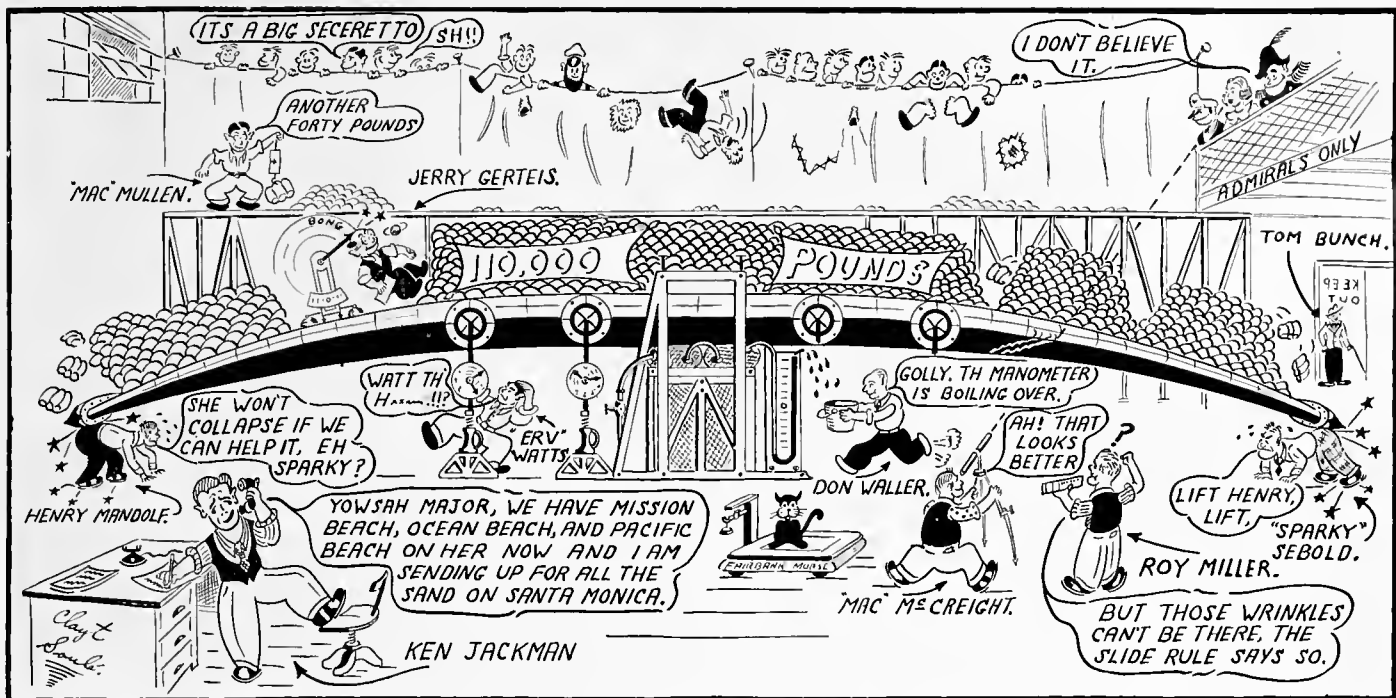
sand pounds of sand bags without so much as a permanent wrinkle or a deformed member in order to protect the precious cargo and crew in the hours of blind flying through tropical storms and "soup" ("high fog" to you Californians). A semi-wing span (half wing) was used in the XP3Y-1 test in Buffalo several years ago and as shown in the photograph — published in that *Consolidator* article, required a 23-foot high structural steel framework involving tons of bridge "I" beams, etc., to hold the load. The new wing, being full cantilevered (that is, without struts) on four closely grouped wing-to-hull fittings would have required a prohibitive quantity of steel work to prevent a semi-wing from overturning and so the decision was early made to test the full wing and to load it from tip to tip.

The center section, with loading tripods substituted for the four engines, and with the outer panels, flaps, ailerons, and wing tip floats in their respective installed positions, will be turned over as a unit and lowered into the test assembly which will be ready to receive it. The wing will be supported in this inverted position by means of the four main fittings near the centerline and hung from two 20" deep "I" beams. Each beam is able to carry approximately seven times the load to be placed on it, that is, it can if the cement floor does not crack and sink under the heavy load. The floor loads are spread out over approximately 140 square feet of cement by means of steel plates 1½" thick, the plate for the two rear verticals alone weighing over four thousand pounds. Some of Bob Combe's men spent nearly a day piling and un-piling 40,000 pounds of sand bags on this plate several months ago in its final position on the concrete floor to eliminate any possibility of sinking foundations during the wing test. This explanation will probably answer the many questions asked of the Test Group during this preloading test, some bystanders actually thinking it was a P.W.A. make-work program. To make sure that the four all-important wing fittings do not get tired under the heavy load, each has

been individually tested to a load of thirty tons. "Bob" Watt and his men in the Tool Room have been chiseling for weeks to form these fittings from forged billets of chrome molybdenum steel and George Stieringer of our Heat-Treatment Department has had his share of troubles with the finished fittings. These fittings will support the wing ten feet above the main floor of the Experimental Department. This height is necessitated by the anticipated 3-foot deflection of the wing tips under the proof load, by the wing thickness at the root section, and by the clearance for the 3-foot scales which will be hung from forty points on the undersurface of the wing to measure the wing deflections.

With the wing surface at the height of a typical California bungalow, the question presented itself as to the best method of sand bag loading to allow the final wing test to be made in one day's time. Nearly 110,000 lbs. of sand bags must be placed on and taken off the wing area in as short a time as possible, both to preclude any dangers from vibration, earth shocks, and fatigue and to accommodate the group of aeronautical officials and contractors who promise to be on hand for the test. It was decided to place the 5, 10 and 20-lb. sand bags in numbered rows both spanwise and chordwise on a platform at least equal in area to the wing and at its level. This necessitated the load platform already constructed in the "X" Department by Earl Wesp and his men and sometimes caustically referred to as Jackman's "dance floor." On this platform forward of the wing will be placed almost 10,000 bags of sand, each bag in its respective square, to await that "day of days" when it will be placed on a corresponding numbered square on the lower surface of the wing.

The wooden load platform, many times stronger than required to support the 55 tons of sand that it might provide safety to the personnel moving the bags, consists of sufficient lumber to construct four beach homes such as those springing up almost overnight at Mission Beach. The webbed ¾" wing flooring to



protect the inclined wing surface from shifting loads and from the abrasion of the feet of the men shifting sand bags contains sufficient lumber to add a double garage to each of the four houses.

The preparation of the sand bag load for a test of these proportions deserves a few comments. Early this spring quotations were asked from several tent manufacturers on nearly 10,000 bags ranging in sizes to accommodate from 5 to 20 pounds of sand each and our local tent and sail manufacturer, the Muehleisen Co. was awarded the contract of providing these bags. Mr. Muehleisen cooperated with the Test Group in developing the best form of turned edges, double stitching and final shape to withstand a drop of ten feet without splitting or losing any of the carefully weighed ingredients. The loss of even a thimbleful of sand crystals under such treatment would make the \$3000 bag order unsatisfactory after a few tests. Orders were immediately placed for over 2½ miles of heavy canvas, 30" wide, to complete the order. Had he wished, Mr. Muehleisen could have made nearly 200 7'x7' lean-to tents from the same quantity of material. On the arrival of the rolls of canvas a corps of sewing machine operators were kept busy for several weeks stitching and turning the 10,000 bags. In doing so, they used over 20 miles of strong thread, sufficient for 60 dozen men's work shirts. As soon as several hundred bags were completed, they were rushed to Consolidated Aircraft where a filling and weighing group of men soon had them bulging with sand, using a quick loading hopper developed by the Maintenance De-

partment to speed up production. The filled bags were then topped and weighed by "experts" from the Weight Group to an accuracy of one-hundredth of a pound, after which they were closed with double stitching. The final operation of stitching the bulging bags required some development work by Bob Bibbs and Joe Allota of the Finish Department and the use of a specially adapted sewing machine. The filling, weighing and stitching of the 10,000 sand bags used 1,200 man-hours of labor, sufficient to build the four beach homes previously mentioned. Now the finished sand bags take up 50 ft. by 10 ft. of floor space, stacked 5 ft. high, awaiting the test.

Despite "Clay" Soule's cryptic reference in the above cartoon to beach sand, the contents of the sand bags is not just "ordinary" sand. We ordered sixty tons of Oceanside's finest "crystal silica," of large and uniform grain size to prevent seepage through the bag canvas. This sand had to be washed free of all salt and dried to the moisture content of the average San Diego summer climate (with due regard to frequent "unusual weather" conditions) to prevent a change of bag weight from moisture absorption over a long interval of time. One and one-half freight cars of 100 pound sacks of sand were purchased of the quality used for stucco work. Here, then, is sufficient sand to plaster and stucco six five-room houses or to "sand" sufficient spinach for a battalion of soldiers. It is of interest to note that several weeks ago a weight check of 1000 pound samples of these sand bags was made, approximately four months after

bagging, and the bags checked within 1/3 of 1% of their normal weight, showing that the correct allowance had been made for the "La Jolla" fog and for the "unusual weather" conditions this summer.

Several other test details may be of interest to the shop readers who have been awaiting developments and have given the members of the Test Group much whole-hearted cooperation, no matter how foolish the request appeared to be. The four costly engine installations will not be in location during the wing test but in their place four load tripods will be attached to the engine mounts. By means of specially designed hydraulic jacks and gauges, the correct load increments will be applied up at each engine mount. If the reader does not think it is difficult to make such a jack and gauge assembly withstand 5000 pounds per square inch pressure, just ask "Bert" Freakley. Make this inquiry with care, however, because "Bert" now foams at the mouth since the Test Group tried out its fourth material for pressure tightness. Fortunately, this problem has been solved also.

Then there was the problem of applying a uniform up-load under the fuel tanks to simulate their action when full in relatively high speed flight. Jacks would not do, since each increment of sand load on the wing caused the wing to assume a new deflected position. Buck Rogers is not at hand to degravitize the fuel tank region, so to solve this problem two rubber air bags are to be used, each approximately 8 ft. by 11 ft. in surface area and six inches deep. These bags will be placed be-

(Continued on page 18)

## Tabulating Machines

By H. E. Ryker

SEVERAL months ago an article appeared in the *Consolidator* describing the work required to compile a weekly payroll and prepare for its payment. That article described briefly the tabulating machine installation used in payroll compilation. That the brief description of this mechanical procedure presented at that time gave the readers of the *Consolidator* a very incomplete and unsatisfying picture of what actually takes place in the process is evidenced by the large number of inquiries which have since been received in the Accounting Department about the tabulating equipment and its installation. What is it? How does it work? What does it do? Who else uses it? These are but indicative of the nature of the many questions asked. A detailed or comprehensive description of tabulating methods and procedure is not feasible here, although a brief non-technical explanation may be interesting and enlightening.

The machines should be considered as fact gathering and assembling instruments. The need for such mechanical means was first conceived by Dr. Herman Hollerith during the United States census of 1880. Dr. Hollerith developed his idea and the Hollerith System, as it existed at that time, was used in the United States census of 1890.

Improvements were made in the system and machines from time to time and in 1915 Great Britain used the machine in the compilation of data required under its National Registration Act. The machines as used for the United States census and by Great Britain in 1915 served the sole purpose of accumulating and disseminating statistical data. In accomplishing this, one card is assigned to each person listed in a census. On such a card is recorded the person's name, age, race, color, occupation, residence and any other pertinent information desired. Through the use of code numbers this data is punched into the cards ("punching" a card in this instance means the recording of a particular transaction upon the tabulating card by perforating the card with small circular or rectangular holes, the meaning of which depends upon the precise location of such holes vertically and horizontally, by rows and banks of printed figures designed as "fields" upon the card). As required, the cards can then be run through sorting or selecting machines which arrange the entire group of cards into any sequence or order desired. Thus the information pre-

viously recorded on and punched in the tabulating cards can be segregated or classified in any one or more of an infinite number of combinations or permutations. For instance, the number of farmers living in any community could be determined, or the number of persons employed in the aircraft industry could be compiled. Similarly almost any other information could be recapitulated, all by means of small holes punched in a particular spot on tabulating cards which are then sorted into groups at the rate of 400 per minute.

As instances of its utility and flexibility for ordinary, practical business procedure have come to light, the uses of tabulating machines and procedures have increased until today tabulating machines are in use throughout the world, in all kinds of businesses, not only for purely statistical, history recording purposes, but for general and cost accounting and other fact-finding uses.

The particular purpose for which it is used by this company is the preparation of its payroll and the writing of payroll checks. Each employee's time in hours and the account to which it is to be charged is first picked up by the timekeepers. These data are punched into the cards and from this point on the work becomes almost wholly mechanical. The cards are run through a tabulating machine unit known as a multiplier wherein the hours are multiplied by the rate, to determine each employee's earnings for the day. Later the daily cards are accumulated for each week and the weekly payroll prepared. Similarly the weekly earnings are in turn punched into separate summarization cards and the amount of Unemployment Insurance Tax and Old Age Pension deductions calculated thereon by the machine, cut into the card and are thus deducted from the weekly earnings, to arrive at the net amount earned by and due to each employee. The checks are then written by the machine from the same cards.

These cards are eventually used for the summarization and statistical purposes of obtaining much general cost data such as costs on individual contracts, expenditures by the several departments, etc.

The tabulation equipment, methods and procedures are so flexible that almost every conceivable type of cost and statistical data could be obtained through the use of the tabulating machine. Wage analysis, such as we have here; records of work performed by individual machines; store-keeping records; sales statistics, practically every kind of life, fire and general insurance accounts and railway operating statistics, including car accounting which



formerly involved quite a laborious and tedious procedure when performed manually are all more speedily and economically performed by the tabulating machine method. One of the most important uses of tabulating equipment at the present time is its most recent adaptation, namely the recording for ready and permanent reference purposes of each person's historical record as required under the Federal and various State Social Security Acts.

All possibilities in the use of the machines have not as yet been realized or anticipated and judging from the advancement made in the past few years, it would seem that these possibilities are limited only by the ingenuity of the persons charged with applying the principles involved. Even the Department of Justice has found tabulating methods invaluable in recording finger prints and other identification characteristics and descriptions of persons in whom it may have an interest. The Department of Justice can in a comparatively short time by the use of tabulating equipment determine the name, habits and whereabouts of almost any person who at one time or another may have run afoul of the law. About all that would be required to do this is a fairly accurate, even though sketchy description of the person involved.

The foregoing are only a few of the things these really wonderful machines can do. How? I might reply by saying that an airplane flies, but as to how—it would be a long story and probably not an interesting one to many of us. Suffice it to say that literally, from the cradle to old age,

(Continued on page 22)



# From High Flights to Hull

By Larry Boeing

with Charles A. Lindbergh. The two became friends and many of the Lone Eagle's early plans were made while he and Jack were rooming together in Bridgeton, Mo.

Both boys took jobs with Robertson Air Lines as mail pilots between St. Louis and Chicago. Those were the days when beacon lights and radio were seldom thought of, and it was during this period that it was necessary for the boys to "go over the side" a few times when motors quit, or weather "piled up on them."

These two boys, along with Love, Coulter, Gurney, and other mail pilots, put on stunt shows between regular runs. At one time, Jack held the world's record for the greatest number of parachute jumps.

In 1926 Merrill's stunt flying earned him the Williams Gold Cup for acrobatic flying.

He piloted mail between Chicago and Cleveland during 1927, the year that Lindbergh was "doing the Atlantic."

Flying in the dark through fog and snow, over unlighted airways, seemed tame to Jack and, in 1928, he set out to form the "World's Largest Flying Circus." It consisted of 10 pilots, 9 planes, 4 trucks, 5 mechanics and a pair of business managers.

The circus was a success from the start and at times had such names as Dale Jackson, Forest O'Brien, Phil Love, "Bugs" McGown, Freddy Lund, the Hunter Brothers, and Lee Brooks on its payroll.

While with this circus, he had his first vacation,—three months in a St. Louis hospital for rib repairs.

His annual Christmas stunt in St. Louis was to dress as Santa Claus and jump over the side in a parachute with a large bag of toys. He would land among an ocean of kids who would soon relieve him of his load.

At his sister's wedding he tried the same stunt with a chest of silver. Something went wrong with the latch on the chest. Folks are still picking up pieces of that silver around the Country Club near her home.

He flew the late Will Rogers on several occasions and on one return trip, after landing him at Chicago, his plane caught fire in the air, but he managed to set it down and escape just in time.

Later he was an acrobatic instructor at Parks Air College where he stayed for three years. Then he joined up for six months with Curtiss-Wright for a South

American sales jaunt. After that he ran an airport at Butler, Penn., following which he worked as Aircraft Inspector with the Department of Commerce.

He's married now and back on earth with the rest of us, but oh what an enviable background of flying he has!

## Drafts From The Drawing Room

By Snoopy

We understand that Russ Godknecht . . . was making . . . an endurance test . . . of the loop swing . . . on the picnic . . . at Mission Beach . . . get Henry Growald . . . to show you . . . his borrowing pipe . . . one filling . . . gives him . . . enough smoking . . . for 24 hours . . . anytime you want to find . . . Jimmy Wainwright when he . . . is not around the plant . . . you can find him . . . chasing the little white pill . . . around the local golf course . . . Clarence Gerber can . . . always be found . . . behind a cigar . . . after lunch . . . when asked who got married . . . he replies . . . I just got a raise . . . Ken Jackman and Bill Stutzke . . . are looking for some one . . . to give them instructions . . . in the art . . . of catching fish. We understand . . . that Bill Schurr . . . has given up . . . the idea of using hair tonic . . . but instead . . . has gone to the art of Simonizing his dome . . . how about it Bill . . . after listening to Bill Stutzke . . . announce the fights . . . at the picnic . . . we all realize the great loss . . . of the celebrated Joe Humphreys . . . salaam aleikum.

## Here, Here!

Mistress: "You know, I suspect that my husband has a love affair with his stenographer."

Maid: "Oh, I don't believe it. You are only saying it to make me jealous."—U. of P. Punch Bowl.

A small boy, eight, eyed a small spider. "Daddy, do spiders bite?"

"Very few of them we find around here do."

"Not at all?"

"Not at all."

"Well, do they pinch?"

"Don't they hurt you at all?"

"Nope, they don't hurt you at all."

He fell silent for a moment, thoughtful, then, "Well anyway, they scare hell out of you."

NO doubt you recall the Flying Circuses that used to travel from town to town in the early twenties, and how you gave the dilapidated, but not dull-looking ships, and their pilots, your admiration.

After watching their acts, you decided that folks doing that sort of thing couldn't last long, and they usually didn't.

Many things happened—motors quit, parachutes fouled, wings tore off, and the roll of circus flyers became shorter.

Some must have been tougher or luckier than others, because occasionally, we see one of these former circus flyers leading a normal life and perhaps forgetting some of those early experiences.

The other day we met one here in *Consolidated*, Jack Merrill, of our Hull Inspection force. No one ever would imagine that he was a former circus flyer and also owned the show.

Jack hails from St. Louis, where he was born in 1903.

He learned to fly at the age of 16 by swapping labor that consisted of carrying gas and oil and cleaning ships, for fifteen hours of instruction.

He attended Washington University, where he acquired his first plane. It was financed by his late uncle, Marrie Merrill of the U. S. Army Air Corps whose distinguished service will be remembered.

With this ship he worked his way through school by doing "stunts" at county fairs throughout the state.

Leaving school in his junior year he entered Kelly Field, from which place he graduated as First Lieutenant.

Arriving home he became acquainted

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## ... HIRAM PLOWBOY

Dear Hiram:

Wuz shore glad to get yore letter tellin all about them thar fellers in the paint shop. Yore speekin of fishermen reminds me of Hank Hollowhead, the loudest fisherman in our county. We went in to Sittinbull City the other day to the Old Settlers' Annoal Picknick. While we wuz there ole Hank cums a-runnin up from the crick and starts tellin everybuddy about ketchin at least a 20½ pound fish but it got off his hook just as he got it to the bank. Ole Jedge Whickerstrom asked him how he knew it weighed 20½ pounds, and he sez by the scales on its sides.

He's shore a powerful liar, isn't he Hiram? And I do believe he's gettin worse every summer. He wuz tellin jest the other day about hearing a sound up the crick a peace from whur he wuz fishin, and when he went up there, he found a big catfish had swallered one of Gullitz' milk cows and wuz wearin the cowbell. Do you believe that, Hiram?

Brother Bob is gettin werse. The doctor examined his hed the other day and said he never would have good sense. He hez bin over to the county jale recently and is practisin to be a timekeeper by keeping time for an ole cell mate of pop's who is in for 99 years. I'll bet he duz as good a job as sum of the fellers that keep time there ware you work.

The grasshoppers are still as bad as ever. Pop tole me the other day he hitched up the young team and drove over to the south 80 to fix the fence along the ridge. He left the team standin and walked up the hill. When he cum back, two big grasshoppers hed ate the team and were pitchin horseshoes to see who would get the harness.

Hiram, haven't you got thet splicin money together yet? The Widow Klutter-butts sez she's goin to raise the price of her land what we got our harts sot on to 15c a acre if we don't hurry.

Yore sweety,

Elmira.

Dear Elmira:

Serprize!! I know that Mr. Leonard is goin to miss me sumthin turrible, but I'm agoin to quit and come home. If you happen to see Mr. Safe, the banker, tell him to be shore to sell any *Consolidated Aircraft* stock he may have, cuz its shore to drop turribly when I quit and cum home. I don't know what they're going to do without me here.

I did hev a good time at the *Consolidated* picknick they hed at Mission Beach here a while back. They give everybuddy tickets to get beer with. I gess you cud get other stuff, but that's as far as most everybuddy got—just the beer. The polisy of most of the fellers here seems to be "Eat, drink and make mary," and no-buddy much wuz intrusted in eatin. In the even there wuz a amachure performance after which *everybuddy* sang "Sweet Adooline" and a few of them sang sum other songs. Then a big shindig and the evening wuz over.

But I must tell you about the most interestin oddity here at the plant. It walks, it talks, it sleeps (on its feet most of the time) it eats, it gets in yore hair, and about all it ever does is make silly remarks. They call it a stockchaser by the name of George Reeves.

I'm goin to be home purty shortly, so tell Pa to get the ten-gallen jug out.

Yore sweety,

Hiram.

The doctor was visiting Rastus' wife to deliver her twelfth offspring. While riding along he saw a duck in the road.

Doctor: "Whose duck is that?"

Rastus: "Dat ain't no duck. Dat's a stork with his legs wore off."

Seuse: "Believeit or not Offisher, I'm huntin' fer a parkin' plash."

Officer: "But you haven't got a car."

Seuse: "Oh yesh I have. Itsh in the parkin' plash I'm lookin' fer."

Toast: Here's to the land we love, and vice versa.

People who live in glass houses, shouldn't.

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## HULL DEPARTMENT—TUG-O-WAR WINNERS

One look at the eleven stalwarts above and you *know* they won the tug-of-war at the *Consolidated Annual Picnic* at Mission Beach. Yes, these huskies defeated their opponents and you see the handsome trophy which was presented to them, resting on the floor in front of them.

The names of this Hull Department group are as follows: F. Grossher, Capt.; J. Glenn, A. Kwasigroch, L. Kirkpatrick, R. Vick, J. Fabian, T. Mallims, S. Coulter, B. Napier, J. Zamiska, M. Kollman.

### EXCUSABLE

"But this officer says that while you were in a drunken state you tried to climb a lamp-post."

"Yes, I did, your worship, but three crocodiles had been following me about all night, and they were getting on my nerves."—Philadelphia Bulletin.

### MAN OF AFFAIRS

Mr. Rounder: "I'll have to wind up my affairs at the office before we can leave for Europe, dear."

The Wife: "I should think so! You didn't expect to bring those hussies along, did you?"

### WILD-LIFE DITTY

The stag is very businesslike,  
And puts on quite a show.  
He believes in advertising  
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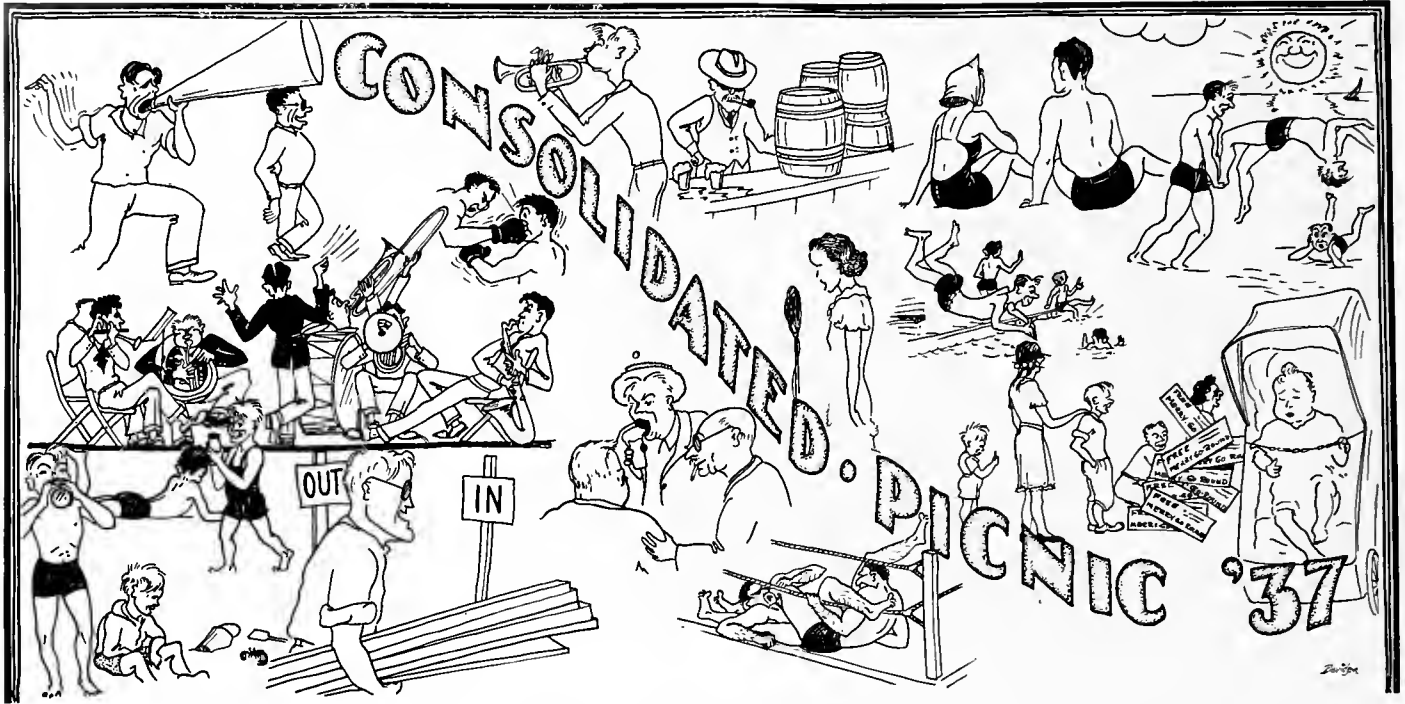
Check up on our Instructors,  
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- 2 Taylor Cubs . . . \$4.00 per hr.
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- 2 Low Wing Kinners 8.00 per hr.
- 1 Fleet . . . . . 8.00 per hr.
- 1 Fairchild Cabin . . 10.00 per hr.

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Event winners: Manuel De Giulio, Mildred Brabban, Joyce Liebig, Mrs. H. J. Froreich, Annette Ezard and Doris McDonald. Dorothy Hunter, Joseph Guarnotta, Barbara Beckett, Louise Brinkley, Hulls winners in final tug of war over Maint. Jack Pfatenhauer and Bell Baker, Donald Clifton, Barbara Couch, Mrs. Luppke, Mr. and Mrs. House, Mrs. Standley, L. and D. Selvaggi, and several winners in the treasure hunt.

Note: Wrestlers and boxers not known.

## Definition of an Aeronautical Engineer

One who passes as an exacting expert on the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulae calculated with microscopic precision from extremely vague assumptions which are based on debatable figures acquired from inconclusive and quite incomplete experiments carried out with instruments of problematic accuracy by persons of doubtful reliability and rather dubious mentality with the particular anticipation of disconcerting and annoying a group of hopelessly chimerical fanatics described altogether too frequently as airplane designers.

—Air Corps News Letter.

## BORN

Paul Gaughen of Blue Print Service, and Mrs. Gaughen, are happy over the arrival of their second son, born September 7th. Two more boys Paul, and you will have your own basket ball team. Congratulations!

## Testing Flying Boat Wing

(Continued from page 13)

tween the wing and a bag platform conforming to the upper contour of the fuel tank region and rigidly supported approximately four inches below the wing in the "at rest" position. By means of several pounds per square inch of air pressure within these bags, a load of approximately 35,000 pounds will be acting upwards over the fuel tank region. But the time-honored mercury manometer for measuring the small air pressure would have been much too inaccurate, for an error in reading of 1/10 pound per square inch would make a load error of 2200 pounds on the wing, so consequently the Test Group turned to a 10 ft. kerosene manometer, colored with organic dye, by which pressure differences of 1/100 pound per square inch may be accurately read. However, we hope Don Waller (Soulé notwithstanding) will not have to bring the "gusher" under control.

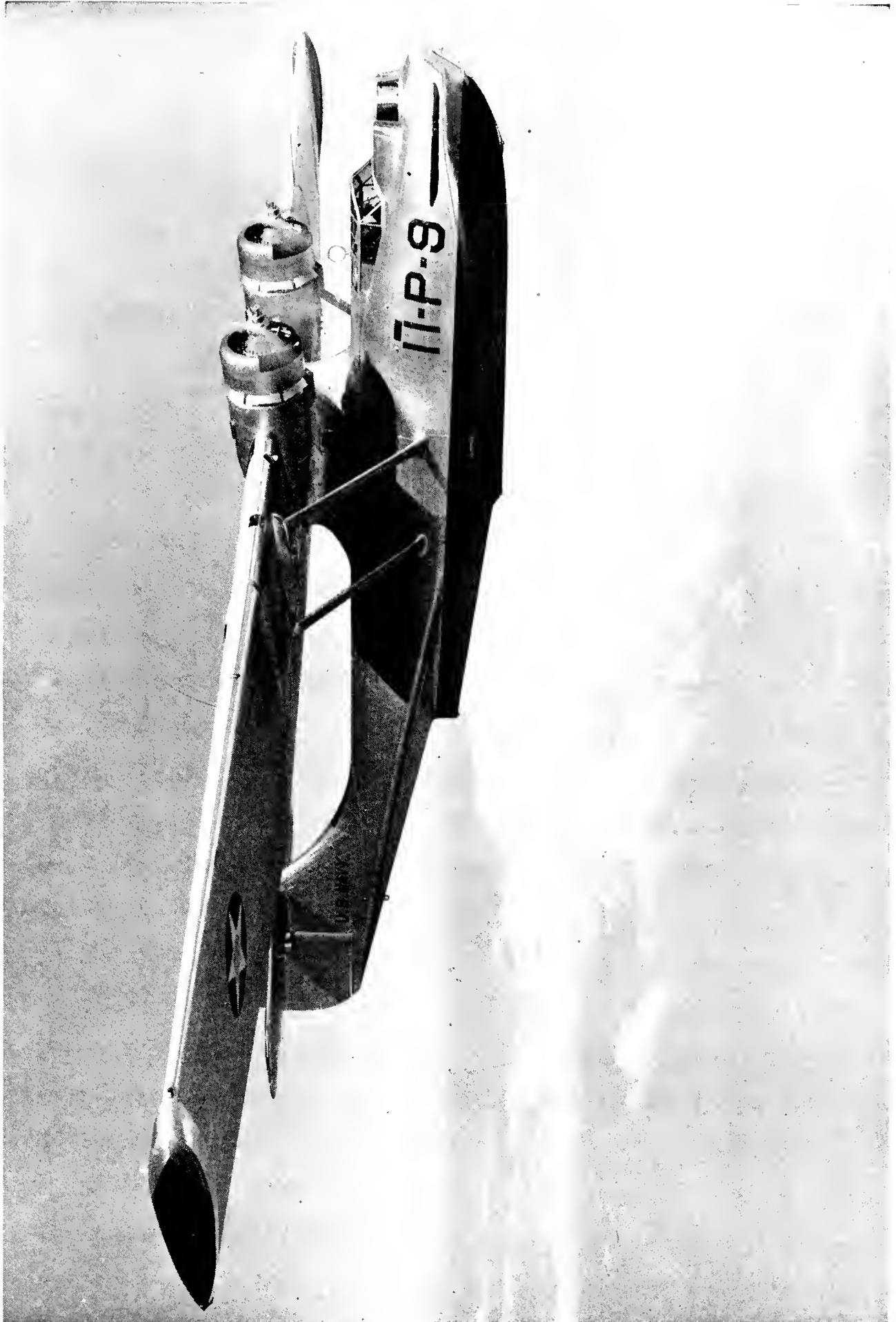
The gadget, actually only six inches high, which Jerry Gerteis is trying to lasso is called an "extensometer." Sixty of these instruments will be attached at strategic points on the wing surface to tell, by their indicated reading on a dial only 1½" long, the true load in that particular wing skin. This information, besides being of great value for the next immense wing, for the "Super Super" flying boat we are someday going to build, is also a precaution on this wing during test, for if the stresses indicated are approaching the danger point, the test can be stopped and the necessary changes made. These instruments are to be rented,

begged and borrowed for this test and since each extensometer costs approximately \$70 or a total outlay of \$4200 and since they are so seldom used by any one company in such large numbers, their outright purchase by this Company would be impractical. Let the reader not attempt to obtain one as a *souvenir*, however, for besides the ever watchful eye of Tom Bunch, our sartorial "X" guard, who would surely discern your action, there is always the embarrassing situation of not being able to use the instrument when you do *sneak it home* in your lunch pail.

Space does not permit the author to cover the other problems satisfactorily solved, many with the ideas and labor of the "shop boys." Suffice it to say if Howard Golem can borrow the 300 railroad ties for shoring up the 8 cribs under the wing from which the sixteen seven-ton jacks will steady the wing during the loading, if "Mac" McCreight is not too much distracted by "distant scenes" from getting his share of deflection readings, if "Bernie" Sheahan does not mind the whole Engineering Department helping in the 101 jobs on the final test day and if Roy Miller, Henry Mandolf, "Erv" Watts, Sparky Sebold and others that are responsible for the construction and strength of this wing do not break blood vessels whenever wrinkles appear on the wing skin, the Trans-oceanic wing test will be a success.

Note: Do not let Clayt Soulé's idea of a grandstand seat for the "shop boys" be taken too seriously, for Tom Bunch certainly can cope with knot-hole peepers.






Consolidated PB4Y-1 In Flight

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## The San Diego Flying Club News

By Carl W. Hunnaman, 8054

OUR club has changed its name from "The Mesa Flying Club" to "The San Diego Flying Club," and the change has been recorded at the office of the Secretary of State of California. No other club has a right to use this name now.

To date we have made nearly forty solo pilots. We train them to observe all the rules that go to make "Safe, Sane, and Sure" pilots. Five of our number are now holders of "Private Licenses" and there are several others who are receiving instructions in spins and other maneuvers which will prepare them for their test for "private" rating.

Those who have soloed either or both ships are as follows:

G. W. Hopkins, C-P; J. L. Leonard, C-P; M. Knudson, C-P; T. Butterfield, C-P; C. W. Hunnaman, C-P; E. Banks, C-P; H. Le Boffe, C-P; R. Meier, C-P; L. McCannon, C-P; O. Hubbard, C-P; J. Peccione, C-P; M. F. Blaine, C-P; R. Johnson, C-P; C. Birch, C-P; C. Fields, C; J. Kirby, C; J. Gregg, C; R. Pommier, C; R. Levine, P; B. Farley, C; V. Naseef, C; J. Neiswanger, C; D. Garrett, C; C. Remmert, C; H. Manson, C; Ridgley, C-P; M. Bowers, C; G. Wing, C; H. Prescott, C; A. Wright, C; N. D. Fleet, Pr. Lic.; L. Machado, C; Y. McClure, C; O. Elker, C; and C. Frigeau, C. The letters indicate as follows: "C" the "Cub," "P" the "Porterfield" and "C-P" both ships.

If you will read this list over carefully, I am sure that you will find several of your friends. Many of them are approaching the required fifty hours, the amount specified by the Department of Commerce for a private rating. Soon San Diego will have another group of full-fledged pilots.

The activities of the club have grown so that they have had to be taken care of in several cases, by assistants who are under the supervision of the regularly-

elected officers of the club. Our treasurer, Mr. Baker, is now being assisted by Mr. Buselli and we are sure that his help will give Mr. Baker a lot of relief, as his job is rather a strenuous one. In Mr. Baker we are fortunate in having an efficient, likable officer. He is employed by Uncle Sam over on North Island.

Our Operations Manager, Mr. Naseef, asked that the following statement be made public in this issue: "With my added duties of instruction due to the increase in our membership, I have found it necessary to appoint two assistants to look after the ground work and to relieve me of these duties. I have appointed Mr. Al Griffith as Assistant Operations Manager in charge of flying activities, and Mr. C. W. Hunnaman, as Assistant Operations Manager in charge of ships, equipment, and ground work, and I feel that the club could not have advanced to its present state of success without their help. I am pleased with their work."

There are only a limited number of memberships left, and they cannot possibly last long, so if any of you wish to become members of our club, don't delay joining. We will soon have our third ship on the line. Come and enjoy some of the fun on week-ends and evenings.

Happy Landings.

## "Bill" Maloney

(Continued from page 4)

point. Shortly after that Mr. Harlan Eckler, who was Chief Tool Designer, announced his intention of remaining in Buffalo, and when "Phil" Koenig was appointed to succeed him he asked for Van Doren, who was an experienced tool designer, as his assistant. This, of course, left the job of Plant Engineer vacant, and on Saturday, August 17th, at luncheon, Mr. Van Dusen came to terms, and "Bill" Maloney was hired to come to California.

He said that he arrived Sunday, September 8, 1935, and started to work Tuesday, September 10, 1935, from which time to the present he solemnly asserts he has not suffered a single moment's boredom. He doesn't regret his choice, he says, and adds that he has found the Consolidated organization a "swell bunch" to work with and the job very interesting, requiring as it does his best attention at all times, and keeping him "on his toes" constantly.

It might be interesting to add that "Bill" Maloney was born in 1894, has been married twenty-one years come November, and has two boys, "Bill" Jr., 20 in October, and Joe, who will be 18 in November.

# Wing Bulkheads

By Forest Cornelius, 4170

• Thirteen might be an unlucky number . . . for some people . . . but fifteen . . . is the number . . . Barney Barnett of the wing bulkheads . . . must associate . . . with death and hard luck . . . Barney couldn't find enough takers . . . for fifteen to one . . . odds that the Farr-Louis bout . . . would not go fifteen rounds . . . now he can't lose the takers . . . how about it Barney?

• Clarence Poltowicz believes . . . he should keep his reel . . . full of line . . . whether the line . . . is full of fish . . . or not . . . Clarence's brother-in-law Steve Powell . . . told him so . . . but when he went . . . to Coronado Islands . . . with the boys . . . it didn't work . . . the fish there . . . are different . . . so Clarence slept . . . after the first few hours . . . he was the only one to come back . . . without a sack full of fish . . . he was however . . . rested for work Monday . . . better luck next time Clarence . . .

• The boys . . . of the wing bulkhead dept. . . chartered a boat . . . for a fishing trip . . . to Coronado Islands . . . Saturday, August 28 . . . the trip proved to be . . . a huge success . . . and was quite exciting . . . since it was the first trip out on the ocean . . . for all of the boys . . . with the exception of Otto . . . and Matt Barthell . . . everyone caught some fish . . . Matt taking the day's jack pot . . . with the catch . . . of a twenty-two pound yellowtail . . . Dick Biggs enjoyed . . . a solo swimming party . . . until he chickened out . . . at the sight of . . . a couple of sharks . . . Forest Cornelius lost his balance . . . and slipped enough . . . to get his feet wet . . . and his heart weakened . . . when skipper Barnett . . . tried to turn the boat . . . too sharply . . . and caused it to lurch suddenly. . . .

• Included in the party were . . . Matt Barthell . . . Forest Cornelius . . . Dick Biggs . . . Eddie Brenzda . . . Clarence Poltowicz . . . Barney Barnett . . . Harold Hershey . . . and Otto Brendt.

## PBY-1 to Russian Flyers

(Continued from page 3)

First stop on the long flight was at Toronto Harbor on Lake Ontario; thence the seven-ton PBY-1 with its 4000-mile cruising range and twenty-hour endurance, headed for Port Arthur.

The plan is that should they be fortunate in sighting the Russian flyers, food, bedding, fuel and ammunition will be dropped to them and a course then plotted by which a ground crew might reach them and conduct the party to safety, for which happy consummation we are confidently hoping, knowing as we do the excellence of the PBY-1 and her valiant crew.

We are happy to have Mr. Archbold back with us again, supervising the building of his new boat of the same type. He has been promised delivery of this boat by the first of November of this year.



### Public Fisherman Number One

An un-retouched snapshot is always considered good evidence. Here we present proof-positive that Bob Jones (Asst. to Plant Engineer) is a natural-born fisherman. He is kind-hearted too. He ties the minnow on the hook, gently tosses it overboard, then lets it fight it out with the big black bass. Bob claims if the bass gets hooked, it's his own fault. We are inclined to agree with him.

Now, Mr. Jones, we would like to know just what Bob Biddle meant when he said that you were the BIGGEST fisherman he ever rowed around any lake.

"Lips that touch liquor shall never touch mine." Said the fair young co-ed. And after she graduated she taught school for years and years and years and years.

**STROBEL'S BAVARIA**  
 WILLI STROBEL  
 Proprietor  
*This never-to-be-forgotten  
 feature of the Exposition*  
**3911 PACIFIC BOULEVARD**  
 Dine and Dance



**GOODYEAR**  
 TIRES on TIME

Our Convenient  
**BUDGET PLAN**  
 Makes it Easy to ride  
 on the Best . . . .  
**NO EMBARRASSMENT**

**GOODYEAR**  
 SERVICE STORES

**Trained men are more confident and know; have more self-reliance and assuredness.**

- For 46 years thousands of men have been successfully trained.

**INTERNATIONAL CORRESPONDENCE SCHOOLS**  
 District Office, 2635 University Ave.  
 (North Park District) Phone Hill. 5134

# LINDBERGH FIELD CAFE

□ ADMINISTRATION BUILDING □

LINDBERGH FIELD

*"The Home of Aviation"*

## Tabulating Machine

(Continued from page 14)

the tabulating machine plays its part in our lives. It records our birth, it computes our pay and issues our check and in old age determines the pension we are to receive as recorded by the Social Security Commission of the Federal Government.

### INCREDIBLE

"It has been revealed that the name of Gypsy Rose Lee is a pseudonym."

"So the country's leading strip-teaser was hiding something from her public after all!"

## Hlabil

(Continued from page 7)

modern and of trim appearance. The design for his first plane of this type is fairly well advanced and he expects to start actual building in the near future.

"Bill" says that he will have "big and thrilling news" to release next month.

"My brother was fooling with a buzz-saw in the country last summer and had his hand taken off at the wrist."

"Poor fellow! My brother was fooling with a grass-widow and had his hand taken off at the knee."

## Tailspins

- Every man throws a rock now and then that he would like to have back in his hand.
- There is one woman whom fate has destined for each of us; if we miss her we are saved.
- A man is a fool to marry—but what else can a woman marry.
- The world is full of willing people, some willing to work and the rest willing to let them.
- People will forgive you for almost anything in the world but being poor.
- There is no honor among thieves, they're just as bad as other people.
- A lipstick is merely something that gives a new flavor to an old pastime.
- The most miserable person in the world is a woman with no trouble to speak of.
- My sincere thanks for the many requests for this column during its absence of three issues. James H. Roberts, 4402.

## The Success Family

The father of success is—Work.

The mother of success is—Ambition.

The oldest son is—Common Sense.

Some of the other boys are: Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm, Co-operation.

The oldest daughter is—Character.

Some of the sisters are—Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity.

The baby is—Opportunity.

Get acquainted with the "Old Man" and you will be able to get along pretty well with the rest of the family.

James H. Roberts, 4402.

## Consair Male Chorus

Last call! You still have time enough to join, if you hurry! Our rapidly growing chorus is trained to a high degree of perfection. It makes its first real public appearance Tuesday evening, September 21, for a prominent San Diego organization.

Become one of your large group of fellow-workers. Affiliate with this fast developing philharmonic fellowship and convince a critical public that our chorus is a well-balanced, diligently trained, and carefully directed musical ensemble.

You may have a chance. There are a few vacancies left; but be speedy, if you want to join in time!

You can find us in the auditorium of the House of Hospitality, Balboa Park, on Monday evenings, from 6 to 7:30 p. m. So come one, come all! Visitors cordially welcomed.

W. H. Stutzke, 278, Director.

# WHITNEY'S saves you Money • Time • Steps on over 100,000 items

Visit Whitney's big store. You'll see many things in every department you didn't expect to find ...all priced in accordance with Whitney's established policy of prices on everything—every day in the year.

## 53 Fully Stocked Departments

### Wearing Apparel

Complete lines of ladies ready to wear, yardage and accessories. Men's and boys' wear at lowest prices. Large millinery and shoe departments.

### Appliances

Electric refrigerators, radios, washers, ironers, ranges... all on Whitney's budget terms. \$5 secures delivery. Low monthly payments.

### For Your Home

Paints, hardware and accessories, rugs and other floor coverings in all sizes and patterns, shades, lovely drapery and curtain materials.

### For Car and Sports

Complete stock of auto accessories at lowest prices. Fishing tackle, hunting equipment. Also, home machine shop tools and equipment.

**TRY WHITNEY'S FIRST  
SAVE MONEY • TIME • STEPS**

# WHITNEY & CO.

DEPARTMENT STORE

Broadway • 6th • E • 5th Street

FROM THE TOOL ROOM GANG —



A bashful young darkey had not the courage to pop the question. Finally, one Sunday night, he said: "Julia, yo' remembers dat I was heah Monday night?"

"Yes," Julia replied.

"An' dat I was heah Wednesday, Thursday, Friday night and again last night?"

"So yo' was."

"An' I is heah tonight."

"You' shore is."

At last, in desperation, he burst out with, "Say, woman, don't yo' smell a rat?"

BOILED FOR THE LAST TIME

Mrs. Nagger (to stewed hubby): "There's just one more place I'd like to see you stewed in."

Nagger: "Where'sh that, m'love?"

Mrs. Nagger: "In the cannibal islands."

And while Heaven may protect the working girl, I'm wondering what there is to protect the guy she's working.

Ellwood R. Fink, of Maintenance Department, was married to Esther Schurguor, formerly of Medina, Ohio, on the 5th of August. The ceremony was performed at the home of her parents. A reception followed attended by many employees of *Consolidated Aircraft*, friends of the groom. Congratulations and best wishes!

The wife of S. R. Krolik, Sheet Metal Department, presented him, on August 1st, with a 7½ pound boy. Both mother and child are in splendid condition. Congratulations from his co-workers.

To our friends in *Consolidated Aircraft*: Your kind expression of sympathy is deeply appreciated and gratefully acknowledged. The Hoch Family.

"United Air Lines" and "Western Air Express" has opened a ticket office at 324 Broadway, in the U. S. Grant Hotel Bldg., San Diego. The offices, which are decorated in the most modern and appropriate style, are occupied by the following officers: Charles M. Urbach, District Traffic Manager for United Air Lines; James M. Keefe, District Traffic Manager for Western Air Express, and Miss Eileen M. Smith, Office Manager.

Prosecuting Attorney: "Where were you on the night of March 16?"

Defendant: "I was out with a couple of friends."

Prosecuting Attorney: "Thieves, no doubt?"

Defendant: "Quite likely—both of 'em were lawyers."

EPITAPH

Beneath this stone

Rests Henry Doan;

Alas, he rests in pieces.

His wife got wise,

For clever guys,

Can have too many nieces.

COMPLAINT INDICATED

Dot: "So Old Gotrocks' check bounced back, eh?"

Dolly: "Yeah, it was marked 'insufficient fun'."

Knickerbocker Hotel

3rd Ave. and E St.—Near Plaza

A moderately priced first-class hotel in downtown San Diego

Single rooms without bath . . . . 1.50

Two persons without bath . . . . 2.00-2.50

Single person with bath . . . . . 2.00

Two persons with bath . . . . . 2.50-3.00

Attractive Rates to Permanent Guests  
J. S. Coope, Manager

THE HOME OF "Complete" HOME SERVICE TO THE CONSOLIDATED FAMILY

Everything to complete your new home, from a company which covers four square blocks. Remember: our expert advice and saving suggestions can help you.



Main Store—14th and K Streets

Other Locations: 4128 University—Oceanside—Brawley—El Centro

Nowhere a Finer Service



7th Avenue at Date

Benbough Funeral Parlors

'PHONE F-2144

Nowhere a Fairer Price

Larry Gehling likes number 13 . . . what kind of luck we wonder . . . who is the cute timekeeper with curly hair . . . why is "Red" Barnes, Sheet Metal called the Beau Brummel of the plant . . . have us wondering again . . . was or was not Larry Gehling with a certain movie star at Del Mar . . . and then there is Perkins, Sheet Metal with another star at La Jolla . . . must be fun for you guys . . . Larry Gehling (Momma, there's that man again) . . . likes U.S.M.C. . . . and then again Red Barnes is supposed to knit . . . if so, so what . . . John Kenney is looking for a job . . . in Coronado at that . . . does James Trudell always talk about . . . yes, baseball . . . or only in his idle moments . . . whoa . . . and now for the pain shop . . . who is the lead man . . . in the paint shop . . . that bought . . . a new sport shirt . . . a few drops of prime . . . got on it . . . and to keep on good terms . . . with the wife . . . thought he would rinse it out . . . in acetate thinner . . . but one dip . . . and the shirt . . . was no more . . . what is Big Slattery . . . going to do now . . . with his arm hurt . . . Alicia surely will miss him . . . for without . . . both arms free . . . he is lost . . . who is the dope sprayer . . . who is afraid . . . to take his hat off . . .

**INEVITABLE RESULT**

"He did nothing but chase skirts at the beach all last summer."  
 "Yeah, and now he's got a couple of fall suits on his hands."



THE MIGHTY HUNTER  
 "Bob" Mussen

**BARNARD FLOWER SHOP**  
 3778 Fourth Ave. Near Robinson  
 Fresh Cut Flowers daily  
 Floral Designs  
 Bouquets and Corsages  
 "AT THE PRICE YOU WISH TO PAY"

The young woman walked boldly up to the elderly woman, whom she had mistaken for the matron of the hospital. "May I see Lieutenant Barker, please?" she asked. "May I ask who you are?" "Certainly. I am his sister." "Well, well! I'm glad to meet you, I'm his mother."

Most girls admit that the race is to the swift. But when the sailors come home, it's usually to the fleet.

**PETTY LARCENY**

One—"Does your husband talk in his sleep?"

Two—"No, darn him, he just smiles."

Good Food at Moderate Prices      Open Sundays and Holidays

**Morgan's Cafeteria**

1047-1049 Sixth Ave.  
 Between Broadway and C St., San Diego

You are urged to patronize the following merchants whose advertisements in this issue of the Consolidator make its publication possible:

Earl Aase	20
Arden Farms	24
Benbough Funeral Home	23
Banham Brothers Mortuary	4
Brown Motor Company	7
Davies Motors Inc.	2nd Cover
Davidson Furniture Co.	20
Exclusive Florists	16
Strobel's Bavaria	21
Sunshine Bowling Alley	6
United Air Lines	2nd Cover
Al. Ward	4
Whitney & Company	22
Westgate Sea Food	16
Whiting Mead	23
Wines Coffee Co.	24
Jenny Wren	7
Firestone Auto Supply	7
W. P. Fuller	3rd Cover
Goodrich Silvertown	5
Goodyear Service	21
Hendry, C. J.	4
International Corres. School	21
Johnson Saum Mortuary	17
Lindbergh Field Cafe	21
Mountain Meadow Dairy	5
Mission Dry Cleaners	20
Morgan's Cafeteria	24
Motor Hardware	6
A. E. Parrish	7
Pennzoil	5
Qualitee Dairy	16
San Diego Motor Car Co.	6
Salmons & Wolcott	3rd Cover
Speer Flying Service	17
Standard Furniture Co.	17
Sears Roebuck & Co.	2nd Cover
Winn Optical Co.	3rd Cover
Walker's Department Store	3rd Cover
Barnard Flower Shop	24
Kniekerbocker Hotel	23
Richfield Service	17
Todd's Clothing Store	2nd Cover
Foreman & Clark	Rear Cover

One of these FINE COFFEES will suit your taste!



**BIG 5 COFFEE**  
The Blend from 5 Nations!



**PERSONAL BLEND**  
The mark of an aristocratic home!

**Buttermilk has gone DELUXE IT'S CREAMED**



by Arden

**BUTTERMILK HAS GONE DELUXE AT ARDEN'S. MADE FROM GRADE 'A' MILK, NURSED TO PERFECTION . . . AND THEN, (IT'S OUR OWN DISCOVERY) IT'S CREAMED! ASK FOR IT AT RESTAURANT, SODA FOUNTAIN, GROCERY STORE; OR CALL MAIN-9111.**

**SH-H-H- GOOD FOR YOUR INNARDS, TOO.**



# INSURANCE

is the inseparable  
companion of

# PROTECTION



**F. T. SALMONS & WOLCOTT CO.**  
INSURANCE COUNSELORS

Telephone Franklin 5141  
San Diego Trust & Savings Bldg.  
SAN DIEGO, CALIFORNIA

# FULLER PAINTS

*They last . . . .*

**PAINTS  
VARNISHES  
LACQUERS  
WALLPAPER  
GLASS  
MIRRORS**

**W. P. FULLER & CO.**  
Seventh Ave. and F St. . Main 0181  
2911 University Ave. . Hillcrest 3110



## Louis M. Winn Optical Co.

506 Bank of America Building  
Fifth Floor M 3203

*Eyes Examined  
Glasses Fitted  
Broken Glasses Repaired  
Prices Moderate  
"Try Us and See"*

# CANT BUST 'EM

UNION MADE

# OVERALLS

# \$ 1.98



Working men prefer Can't Bust 'Ems because they're PRACTICAL, give the utmost in wear, comfort and convenience. Come in, see the many features that make these overalls so popular—all sizes.

*(Walker's Basement Store)*

Men's Work and Dress Shoes  
Next to Work Clothing Dept.



**Why Pay  
for  
Something  
YOU Can't  
Wear  
WHEN YOU BUY A  
SUIT & OVERCOAT**



What's the matter, Jack? Credit troubles again? Get smart! Pay cash at Foreman & Clark and SAVE \$10 on your suit.

Don't think you can use other people's money for nothing. It costs money to give credit. Bookkeeping and collectors' expenses . . . losses on unpaid accounts . . . interest on loans — all the credit extras are included in price tags or show in reduced quality of the garment itself. For proof of extra value instead of extra expense, see what the world's largest upstairs clothiers can give you at three guaranteed low prices.

Foreman & Clark buy and sell in low rent upstairs stores for cash only. That's the secret of our success and yours when you buy a Foreman & Clark suit or overcoat. Compare!

GUARANTEED  
\$30 QUALITY

GUARANTEED  
\$35 QUALITY

GUARANTEED  
\$40 QUALITY

**\$20 \$25 \$30**

**TRADE UPSTAIRS AND SAVE \$10**

**FOREMAN & CLARK**

SAN DIEGO . . . 5TH AND BROADWAY



# CONSOLIDATOR



OCTOBER  
1 9 3 7

# Buy Your Tools at Sears

SEARS FEATURE "CRAFTSMAN" QUALITY TOOLS AT MONEY SAVING PRICES...  
TOOLS THAT MEET THE EXACTING DEMANDS OF SKILLED MECHANICS

## Hip-Roof Mechanic's TOOL BOX



**\$2.98**

Well made box popular with mechanics. Nickel corners, round leather handle. Size 18½x7¼x9

6-in. Craftsman Scale . . . . .	<b>70c</b>
4-in. Craftsman Divider . . . . .	<b>70c</b>
4-in. Craftsman Calipers . . . . .	<b>70c</b>
12-in. Craftsman Com. Square . . . . .	<b>4.95</b>
Craftsman Surface Gauge . . . . .	<b>2.70</b>
8 Drawer Machinists Chest . . . . .	<b>6.98</b>

## BALL PEIN HAMMER



4-OZ. . . . .  
6-OZ. **59c**  
8-OZ. . . . .

Craftsman Quality Unconditional Guarantee

## CIRCLE CUTTING SNIPS



7-in. or **\$1.10**  
13-in. . . . .

For Home or Shop. Drop Forged Steel.

# SEARS, ROEBUCK AND CO.

SIXTH AVENUE  
& 'C' STREET

**FREE** Jack Boudrie's Auto Park  
1215 Sixth  
**PARKING** One hour with \$1 Purchase

Franklin 6571

## SAVE . . . on newest Gas Heaters this fall . . . at Whitney's



You need a circulating gas heater right now . . . for co'd mornings and evenings. Whitney's stock of newest "streamlined" heaters is complete. New, improved models assure you of pure, clean warmth without gas wastage or odors.

**\$3.95 and up**

Many large size heaters available at less than \$10

New gas heaters are available at Whitney's to match your other room furnishings. See them now! You'll save on gas used and save on the purchase price by buying at Whitney's.

Lower Prices  
on Quality  
Merchandise  
in 53 Departments

*Whitney's*  
DEPARTMENT STORE

Fifth • Broadway • Sixth

SAVE MONEY • TIME • STEPS

# CONSOLIDATOR

Volume 2

October, 1937

Number 10

## Bigger and Better

THAT is what we all want our magazine to be; for, with the wealth of literary talent in *Consolidated's* ranks, here is an example of where quantity and quality go hand in hand.

But without commensurate advertising, we are forced to hold down the size of our publication.

The magazine started out as a self-supporting proposition; it will always continue so to be; that is the only way you would want it to be.

The *Consolidator* is not run with the idea of making any profit. For the entire first year of its existence it showed an average profit of \$2.45 per month. This shows how close to the line the magazine is run as one cut or picture may cost from \$8.00 to \$40.00.

Without additional advertising, we are utterly unable to increase the size of the magazine, and to give you all an opportunity to have your contributions published, provided they are suitable for the magazine's contents.

The answer is clear as crystal—First—support those who already are advertising with us—and *let them know that you are doing it and why you are doing it*. Second—tactfully let non-advertisers know that they could get a great deal more business from you and your friends if they availed themselves of this fine means of reaching new business connections. Third—if you can demonstrate the merits of such advertising to new patrons, to the point where they actually sign up with us, so much the better; you will have done a worthwhile thing for yourself, your family, and your friends, as well as doing a good turn for the new advertiser. Fourth—patronize your advertisers in preference to all others, and let the world know it.

*Consolidator* advertising is sold on merit alone; solely on the basis that the investment will bring manifold returns in business and good-will of the *Consolidated* family. No one need hesitate to recom-

mend it to any merchant or person having useful and legitimate goods or services available for you, your family and your friends.

Approximately 30% of all *Consolidated* employees are San Diegans and 70% newcomers who have moved here during the past two years. About 60% of all *Consolidated* men are married.

When you realize that approximately \$100,000 per week is being put into San Diego circulation by *Consolidated* you can readily see the immense purchasing power the employees of *Consolidated* have. All of this stays in the community, we take none back, as *Consolidated* has at present at least, no local customers.

Many hard-headed business men and firms are completely sold on the value of our advertising columns, entirely on the basis of results accomplished; many more, perhaps equally as capable, still remain to be convinced. *Make it your job to convince them. You and you alone can do it. You and you alone have the power.*

The amount of advertising in relation to the total number of pages has averaged 31.6% per month for the past year. This gives *Consolidated* employees as large amount of reading as possible as well as giving the advertiser the advantage of having his ad placed close to interesting reading matter.

You are a members of the *Consolidated* family; you thus automatically become a co-editor of the *Consolidator*; the advertising files of the *Consolidator* are open for your perusal; you will easily be able to ascertain the names of our constant advertisers, and similarly, the names of those whom we are endeavoring to convince, some of them for a long, long time. Look these names over at any time; perhaps you yourself may be the one who can pluck these brands from the burning.

Thus you will, by so doing, be an important factor in making Your magazine "bigger and better"—of adding features of interest which lack of space heretofore has reluctantly barred.

*Let's all see what we can do to help!!*

## Paint Shop Improvements

Arrangements have been completed for installation of new blower fans to supply heated and filtered air to the south end of the paint shop. This increases the present air supply to a total of approximately 192,000 cu. ft. per minute which will suffice to force approximately 40% more air into this room than the exhaust fans of spray booths, etc., can take out.

The purpose of this installation is to keep the paint shop under sufficient pressure to make air flow outward and eliminate dust. It should serve to produce a marked improvement over present conditions where much difficulty is encountered in producing dust-free finished surfaces.

### SAVE PAINT

Finished specifications for our boats require that every painted metal surface receive one coat of primer, plus two coats of finish (lacquer, enamel, bitumastic, etc.)

Shop travelers specify in most cases the complete finish required on each individual item. It is not necessary to apply all of this finish at any one time. If a part, after its initial visit to the paint shop, is to return later in an assembly for further painting, it is obviously wasteful to apply two coats of finish on each occasion.

We were penalized by being overweight on PBY-1s, perhaps by reason of applying too much paint. Employees can cooperate by bringing to the attention of the finish department foreman, inspectors or planning, instances where parts are being unnecessarily repainted, having in mind that each part of the airplane should leave the factory with one coat of primer and two coats of finish on each painted metal surface—this and no more.



## Air Transportation

**W**E in the aircraft manufacturing business, have reason to be proud of the progress that has been made in the development of aircraft, instruments and accessories. We have contributed our engineering brains and the best efforts of our factory staff and have received, in turn, the active cooperation of our Navy, our Army and the commercial airlines of the country. We have recently completed work for our Army and are nearing completion of the largest peace time order for Navy aircraft that has ever been placed, hence many of us are well acquainted with the research and development work carried on by these two great Government Services.

In the past, *Consolidated* has not been without its association in commercial air transportation. The *Consolidated Commodores*, delivered to the NYRBA Line and continuing on in the service of *Pan American Airways*, have seen many years' service. *Fleetsters* were used for several years by *Transcontinental & Western Air, Inc.*, *Ludington Lines* and *Alaska Airways* as well as by many private owners, and you will find few training schools that haven't some *Fleet Trainers* still in service. Commercial aviation in the United States is my subject for this issue.

In the last ten years we have watched this great industry increase from less than a million miles of flying per annum to an estimated 50,000,000 miles this year. In this time the amount of air mail alone has increased from 1,000,000 pounds per annum to over 25,000,000 pounds estimated for 1937. Those who have been re-

# The President's Column . . .

luctant to fly will be interested to know that in 1930 only 375,000 people used the regular air lines of the U. S., while in 1936, 1,015,000 people travelled by air and from present reports this will be increased by over 50% in 1937; similarly the daily average mileage flown by United States air lines has increased from around 10,000 miles in 1926 to 205,000 miles in 1937.

No means of transportation in the history of the world has made such remarkable progress. I feel this is due largely to the foresight of some of the pioneers in air transportation who were willing to gamble their all on something in which they believed; also because of the remarkable safety and efficiency records that have been set up by those engaged in the business of transporting people, merchandise and mail by air. Airplane accidents are still news and much publicized, but the fact is that during 1936, scheduled air lines of the United States flew over 15,000,000 passenger miles per passenger fatality.

The progress of air transportation is not slowing down. On the contrary, we are on what might be termed the verge of a new era in air transportation. With the exception of the wonderful connections with South America, through *Pan American Airways*, we have been confined pretty much to our own country. However, during this last season, transatlantic flying has become an actuality. True, the South Atlantic has been covered by German and French planes for the past few years, but even this has been in the nature of an experiment and not as a private enterprise which must, of necessity, eventually become an economic success.

Several companies are reported to be eyeing the North Atlantic with envy, and well they may. With *Consolidated's* PBY's crossing oceans in mass formation with consistent regularity and air boats like the *Consolidated* GUBA that flew some 19,000 miles over the Arctic wastes after having completed various other remarkable flights such as the non-stop overland trip from San Diego to New York, the possibilities presented in commercial flying over the Seven Seas, are unlimited.

And as these proven *Consolidated* type air boats continue to break records, larger, faster and even more efficient air boats are being designed and developed in our plant. And so it is that we can look forward to

continued advancement toward peace, security and understanding between nations. For when regular air transportation is established between the Americas and Europe and it is only a matter of a few hours' flight in a luxurious air boat with, say 70 or 80 other passengers from our own and other countries, it seems to me misunderstandings just could not exist.

We are in a business that knows no limitations. There is plenty of room in it for all of us. We do not claim to have a monopoly on ideas or on developments. We must concede that our brothers in the air transportation business have played their part in promoting aviation both by scientific research of their own and in educating the public to become air conscious. They are doing their part and it is our job to serve them well, to develop for them products that will permit them to follow the normal lines of expansion and to explore new fields in their efforts to serve the world with air transportation, and to make such expansion an economic success.

Those of you who have not had a trip on a regular scheduled air line, have really missed something worth while.

R. H. FLEET.

## Greetings From Our Congressman

The following telegram was read on the occasion of the Amateur Show given at the Ford Bowl Friday evening October 1st, by Miss Cabell ("Happy") Izac, the talented daughter of Hon. Ed V. Izac, Member of Congress from the 20th Congressional District of California.

October 1, 1937.

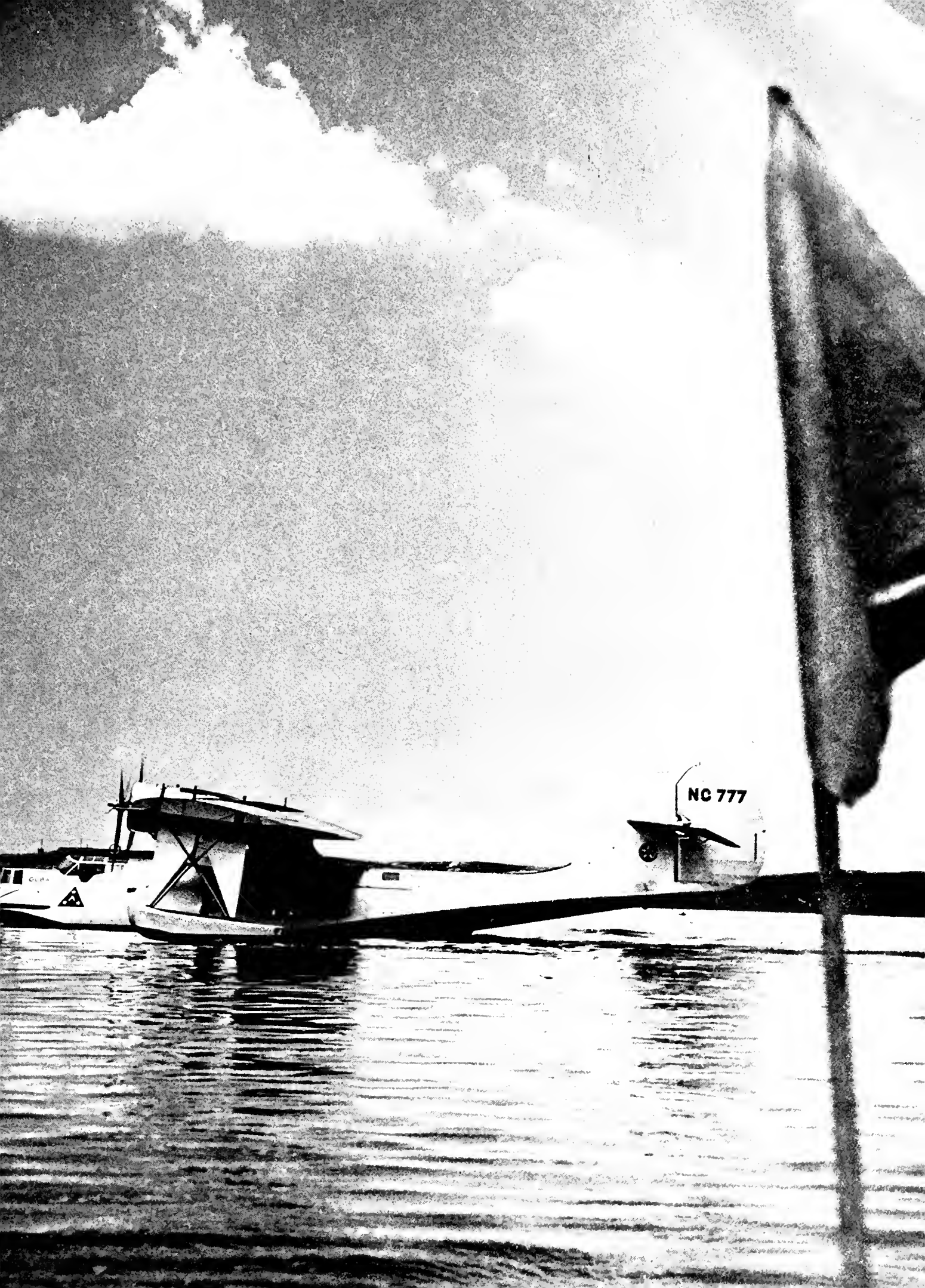
To Mr. Don Frye,  
Personnel Director,  
*Consolidated Aircraft Corporation*,  
San Diego, California.

Congratulations to *Consolidated Aircraft Corporation* personnel for starting the call to arms for our very worthy welfare agency, Community Chest Stop My best wishes for a successful drive and greetings to all who participate in the good work.

ED V. IZAC,  
Member of Congress.

Picture on opposite page.

JOURNEY'S END  
Reprinted through courtesy of  
"The Sportsman Pilot"



NC 777

# Where is My Blueprint?

By Howard R. Kennedy

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Is my blueprint ready yet? May I have a print of this right away? One rush print, please, etc. These are familiar words to those who are busily engaged in that gentle art of the reproduction of *Consolidated* drawings. The employees of the Blue Print Department work in two shifts—all day, cutting blue prints and all night dreaming about them.

Seriously speaking, the reproduction of drawings is a major operation of the Engineering Department. The designs and ideas of the engineers would be of little value without an economic and rapid method of reproduction.

To many, a blueprint is something impossible to read from which PBY's are being constructed. To those of you who may be interested, we will attempt to explain the process of the making of blueprints.

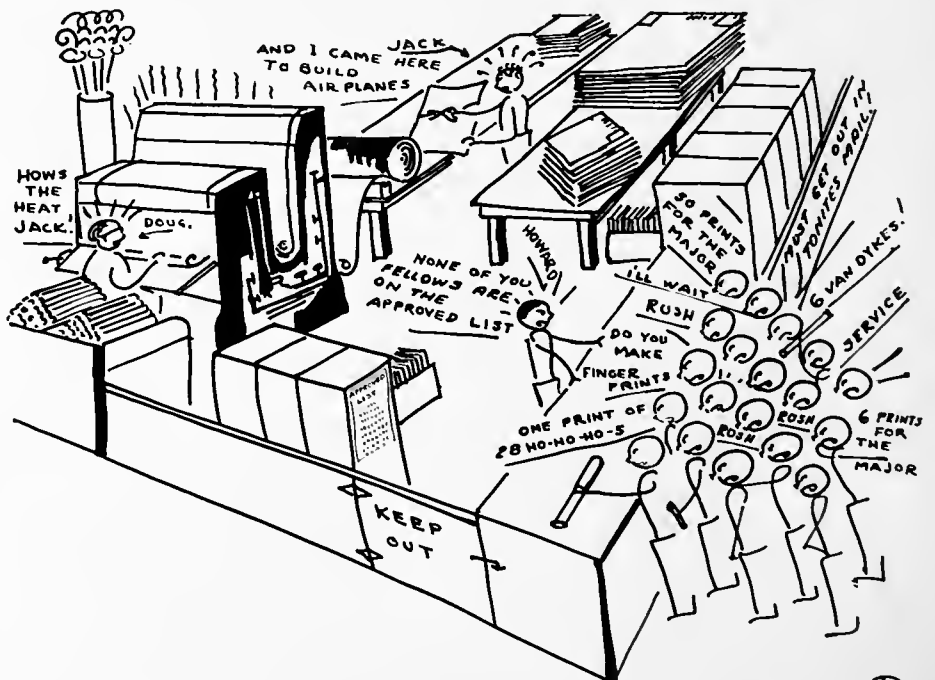
All drawings originate as a rough sketch. Said sketch is then re-drawn upon a transparent paper to become the finished drawing. These drawings or tracings as they now become are then started through the "system"; weights, materials, Navy approval, to the Blue Print Department. Here several copies are printed and sent to the Planning Department for distribution to Inspection, the shops, etc.

The tracings however, remain in the custody of the Blue Print Department. As

these tracings are valuable they are filed in a fire and burglar-proof vault. The responsibility of location and keeping track of these tracings constitutes one of the major duties of the department. This responsibility is the reason the file clerks wander about with vacant stares and talking to themselves. It has been suggested that bloodhounds be used for finding lost tracings. The cost of dog food would be less than the turn-over expense for file clerks with nervous breakdowns.

*Consolidated* uses a Paragon Revolute blueprinting machine. This machine prints continuously. The blueprint paper used is a chemically sensitized paper which becomes blue through the action of light. Several hundred blueprints are made each day. Besides the production prints, prints must be made for experimental work and many prints are mailed for approval each week to the Department of Commerce, Navy Department, and others. Upon completion of each ship a full set of drawings, manuals and pilot's handbook must be furnished. Over fifty-two miles of blueprint paper have been used since February of this year.

The blueprints are made by passing the tracing and the sensitized paper before the arc-light, the arc penetrating the tracing and causing the paper to become blue. As the arc-light will not penetrate the



lines of the drawing, the paper under these lines will remain white thus forming a duplication of the tracing. The exposed paper now passes through a potash bath to bring out the color, then through water washes, and finally through electric heaters to dry the finished product.

This process of printing, washing and drying can go on hour after hour until the operators go dizzy from feeding tracings and cutting out blueprints. All in all the Blue Print Department enjoys turning out the work and any time you drop by you will hear them singing their theme song—"Where, Oh Where, Has That Tracing Gone?", or you may hear them recite the Department motto—"After things have gone wrong for a certain length of time, they will always veer and go worse for compensation."

**"Bud" Deacon**

We were all glad to learn that our former Timekeeper, "Bud" Deacon, was back in San Diego after his graduation from Stanford University this summer.

Bud worked his way through all his college years and is deserving of the scholastic honors attained by him through diligence and hard, hard work.

He has brought that same diligence and untiring effort into his civic work by his active membership in the San Diego Junior Chamber of Commerce, San Diego Club, and the City Aviation Committee.

We would all have enjoyed having Bud among us again, but after his consideration of positions offered him in various vocations, he has decided to branch out for himself as representative of the Nash Company, famous throughout the country for Custom Made Tailored Clothes. Bud is familiar with this line of work as he has been handling the Nash Co.'s clothes for over a year on a part time basis.

We wish him lots of success in this venture and for your individual contacts, you can get his address and phone number in his *Consolidator* Adv.

Russ Selig is doing all right. He bought a car for \$5.00, traded one wheel and two tires for \$2.00. Swapped the front end for a kiddie car and then sold the rest for \$17.50. Nice going Russ.

Army Armstrong.

Mr. and Mrs. Joseph Smothengill of our Inspection Department have just taken a larger house at National City. This need for more space was brought on by the arrival of a 6-lb. daughter on August 8.



**Wing Loading**

By Ken Bruning

- George "Gold-Tooth" Shivas, the Newark, N. J., make-believe cowboy.
- Not a soul down on the corner, or words to that effect. That Wing Assembly Gang will soon be no more. On Saturday, August 28th, three of the gang accompanied by an up and coming young engineer left to drive back home—New Jersey. They were George Shivas, Henry Wolf, Stanley Smith and the Engineer, Nick La Costa (all "Casey" boys).
- In addition to this it is reported that Joe Campbell and Bud Mathewson have left to attend institutions of higher knowledge—college to you. Happy landings fellows. May we all meet in a reunion some day. In the meantime we will miss all these familiar faces around the Department.
- The "Assembly" had their last fling at the Company Picnic. That was a swell picnic. When is the next one, Mr. Welfare Man?
- Of late Andy Cosmay has been driving out to Escondido quite a bit. We met and danced with the lovely reason at the Picnic Dance. The name is Lois.
- Ken Bruning's mother recently came out from New Jersey to visit him. Ken has spent most of his free time showing her around California.

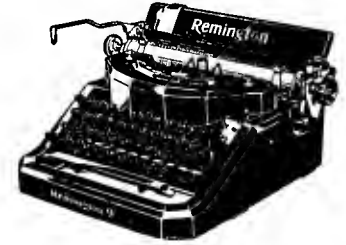
News Flash: Born to Mr. and Mrs. Leonard W. Herbers, Paint Dept. a baby boy, Orman, 7-pounds, in August, both are doing fine. We are wondering if he will be a Painter with the Company, too.

[Regret that this item was not in the September issue.—ED.]

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# Amateur Show

By Catherine Alice Phipps

THAT long awaited and eagerly anticipated (we hope) event, the *Consolidated* Amateur Show, is now a thing of the past—and what a past it has!

For several weeks before the great event, we, the "Artists," worked and rehearsed, all for the sake of dear old *Consolidated* and the Community Chest Campaign. We were "put through our paces" by that sterling ex-showman, Les Crawford, of Final Assembly. With the aid of his assistant, Lewis Cockrell, Metal Bench Department, and Mrs. Marie Luppke, Pianist, he coached us, overcoming sour notes, stage fright, ego, inferiority complexes and nervousness—among other things.

On the evening of October 1, the Ford Bowl was the scene of much activity. As excited and apprehensive a bunch of entertainers as had ever graced that dignified place, were grouped around the stage. It seemed to us as though all the people in San Diego were sitting in front of us (we learned afterward that over 4,000 had attended).

The *Consolidated* Aircraft Band, started the proceedings with a stirring rendition of "The National Emblem," "Moonlight on the Nile," "Princess of India," "Prince Charming," and "Thunder March."

Little Bernadine Roese, daughter of a *Consolidated* employee, was the first individual performer to "do her stuff". To the catchy tune of "Rhythm in My Nursery Rhymes", she did a rhythmic tap dance. By the way, Bernadine, was that "pancake landing" you made, a new dance step?

Two "tall, dark and handsome" gentlemen, Noble Crawford and Norman Robertson, of the Hull Department, captivated the audience with their guitar interpretation of "Little Man You've Had a Busy Day" and the "Twelfth Street Rag," with Norman doing the vocals. These boys really have talent. Later Norman sang "Right or Wrong," much to the edification of the feminine contingent present.

Paderewski has nothing on Al Tyler of the Finishing Department. Al's playing of one of his original piano compositions was a masterpiece of technique and talent.

To the sound of melodious (?) music from the bagpipes, Scottie Doig, and his father-in-law, Archibald MacKellar, gave us a taste of real Scotch music, with their rendition of "Land of the Trees." Miss

Janet MacKellar was a graceful, picturesque figure as she did the Highland Fling.

The clear, sweet tones of the Irish tenor voice of Kell Aiken, Production, lent new beauty to that old, well-loved favorite, "Trees."

Fifteen-year-old Lavina Sheppherd, daughter of *Consolidated's* own "Pop" Sheppherd, played a violin solo with talented perfection. She showed that she is a real "Troupier" when she finished her act, despite the fact that one of her violin strings had snapped.

The "most beautiful blonde I have seen in a long time" was the accurate description given five-year-old tap dancer, Donna Sweeting, by our Master of Ceremonies, the above-mentioned Mr. Crawford. With her tiny golden head bobbing and her little feet prancing, she was a vision to warm the heart of the most cynical.

Although my modesty should keep me from mentioning it, Margaret and Catherine Phipps were also present. I shudder to think what might have happened if the audience had taken our song literally—"Let's Call the Whole Thing Off."

I had always thought that there was but one way to use boxing gloves. However, after seeing Ernie Hodgson, of the Experimental Department, play his unique self-invented, one-string violin, with his hands encased in the cumbersome objects, I have decided that "wonders will never cease."

That old "Phoney Swede" Bill Maloney (of the Irish phiz) led his Swedish Chorus through their paces. Their selections, "In the Slumbering Forest," "Norwegian National Anthem," and "The Spinning Song", were rendered with vim and vigor. Good work, boys.

For romance, we had the team of Bill Ogden and Lillian Griebner, who sang, "Blue Hawaii," with a great deal of expression. Lillian's twin sister, who also happens to be Bill's wife, was an interested on-looker.

"Peekaboo Waltz" and "Buffalo Girls" were the numbers selected by those "Wild Westerners," "Pop" Sheppherd and his son and daughter. Their harmonica and violin harmonizing and their "whooping" and colorful costumes, made them great favorites with the crowd.

Nicholas Tuevsky, *Consolidated's* "Happy Russian" received hearty applause for his songs, among which were

"Pagliacci" and "The World is Waiting for the Sunrise." "Nick", who is a popular member of the Hull Department, was, before coming to the United States in 1926, a member of the Moscow Grand Opera Company.

As fine a bunch of hill billies as these old eyes have ever seen, was that led by C. R. Brady. Their sound effects and animated gestures during their playing of "Oh, Susanna" and "Rocky Mountain Reel" were the cause for much hilarity.

With his Oriental make-up and costume, Ed Reese, Tank Department, *Consolidated's* Magician, lent a mysterious air to the program. His tricks were performed with an aplomb and dexterity that was indeed a great credit to him.

The harmony of the "Homespun Quartet," composed of Mr. and Mrs. Roese of the Hull Department, and Mr. and Mrs. Woodhead of the Wood Shop, was well received.

The Male Chorus, under the leadership of Bill Strutzke of the Engineering Department, very beautifully sang, "Drink To Me Only with Thine Eyes," "Massa Dear," and "Stars of a Summer Night."

Little Mary Adele Trushinski, "the girl with the million dollar personality," made a great "hit" with her talented accordion interpretation of "Blaze Away" and "The Miller's Daughter."

The mellow tones of "My Little Brown Girl," introduced our Hula Girl, Helen Pali, who, accompanied by the crooning of "that man Crawford," did a graceful and unusual Hawaiian dance. Her second number, "Malihini Mele" further demonstrated the ability of this "little brown girl." (Helen is a genuine Hawaiian).

Something different in the way of entertainment was supplied by eleven-year-old Eleanor Gibbs, whose acrobatic routine left the audience breathless and gaping.

Those two Jolly Troubadours, Dick Bartlett and John Holloway, sang, with much gusto and enthusiasm, that merry melody, "Old King Cole."

During the program, the *Consolidated* Aircraft band played the "Exposition

(Continued on page 23)

## THE AMATEUR SHOW

1. C. R. Brady and his Hillbillies. 2. Sheppherd Trio. 3. Left to Right—Dick Bartlett, Margaret and Catherine Phipps, Louise Richards and Kel Aiken, Vocalists. 4. Ernie Hodgson and his one-string violin. 5. The Swedish Chorus, Bill Maloney, Director. 6. Mary Adele Trushinski. 7. The *Consolidated* Aircraft Band, Charles Sproull, Director. 8. Helen Pali. 9. Scotty Doig and his Highlanders. 10. Bernadine Roese. 11. Noble Crawford and Norman Robertson. 12. Les Crawford, Master of Ceremonies and Show Director and Mrs. Marie Luppke, Accompanist. 13. Nicholas Tuevsky. 14. Messrs. and Mesdames Roese and Woodhead, the Homespun Quartet.





# CONSOLIDATED EMPLOYEES AMATEUR SHOW



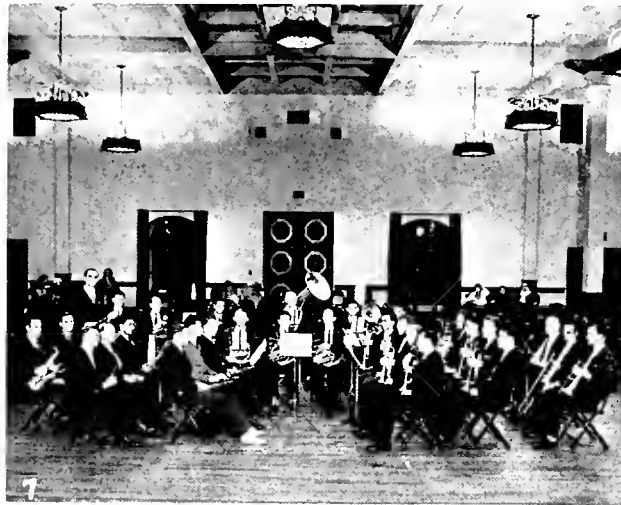
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## Golf News From Hull Dept.

By Hep

NOW that Del Mar and Caliente are a thing of the past, the boys in the Hull Department can be seen week-ends doing their stuff on the various golf courses in San Diego County.

Freddie Grossher was prominent at the beginning of the season but is now devoting his time to tennis. I think the bigger ball has something to do with this change. His next effort will probably be soccer.

George Wire played the "old man's game" as he called it a few weeks ago and as he dragged his legs towards the 18th green he sure looked the part. He's been remarkably quiet since then.

John Zamiska is still as powerful as ever but is he glad the 16th hole has been shortened. The new screens along Pershing Drive also meet with Zamie's approval.

Scotty claims he can break 90 if he had a good driver. So far he has tried six this summer, so I imagine he will be forced to admit it can't be the club after all.

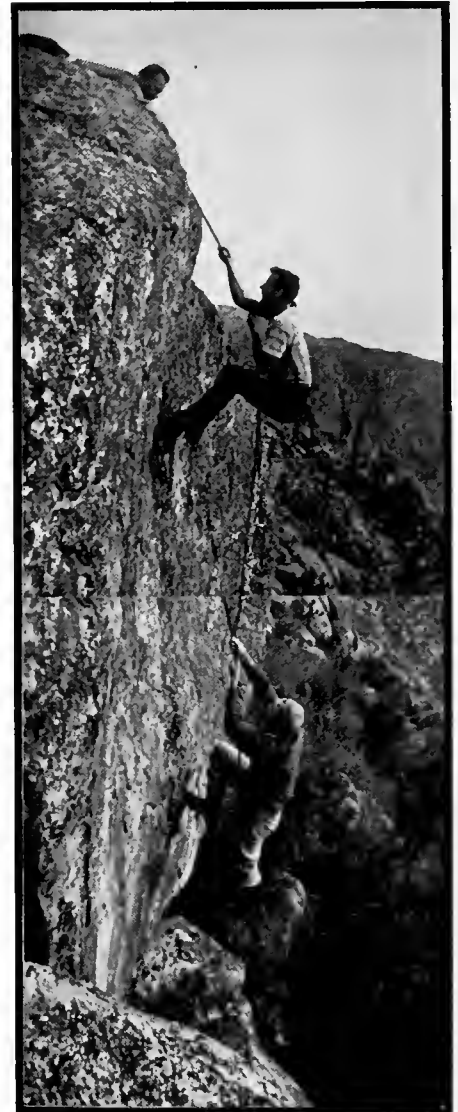
Mel Doerr spent quite a few week-ends in L. A. We don't know for sure whether it was a blonde or a red-head, anyway his golf suffered for a while. However he is back down in the 80's again so I guess he is not too far gone.

Tom Tompkins, George Galley, Jack Clark, Frank Williamson, and Dick Greacen also play the game regularly and are now full-fledged members of the Hull Department team.

In case anyone in the *Consolidated* thinks that he can call himself champ, he had better get in touch with the Hull Department and ask for Mr. Tommy Johnson who will be more than willing to accept any such challenge. Tommy shoots in the low 70's, so anyone who can do this is welcome to a match.

Anyone wishing to take up the game should contact Ham Molleur of the Tube Bending Department who has some clubs which he would like to dispose of.

## Mountain News



The rock-climbing section of the *Consolidated* Mountain Goats climbed the sheer southwest face of El Capitan October third to get in trim for fall work. The party consisted of Joe Williamson, Tool Room; Frank Williamson, Hull; Al Blair, Spotweld; and Russ Kern, Inspection.

The following schedule for climbing has been arranged for October and November. Anyone interested is invited to climb with the Club.

October 16—Santiago Twin Peaks in the Santa Anas at 5680'.

Oct. 30—Santa Rosa Peak at 8046'.

Nov. 20—San Gorgonio (Old Grey-back) in the San Bernardinoos at 11,485'.



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SAY YOU SAW IT IN THE CONSOLIDATOR

## Production Minutes

By Joe Maloney



### I Built My Own Home

By L. A. Perry, No. 7049

COMING to work for *Consolidated* November 30 last year, I decided a month later to have my family come out here to live if a suitable residence at a moderate rental could be found.

The fact that I had poor success in this regard is no news to many of the boys here at *Consolidated*, so I got out my pencil and started to do some figuring. It showed that three years' rent money would enable me to build a home if I did the work myself. So I borrowed \$500 on my life insurance policies, and bought a lot at 1460 Thomas Avenue, Pacific Beach, paying \$50 down and the balance at \$10 a month.

Of course, with \$500 and my limited knowledge of home-building, never having built one, not a very pretentious home could be built. I decided on the knotty-pine board and batten type of cottage, 16x25 feet in dimensions, with three rooms, bath and one large closet.

I drew all of my own plans and after these were okayed by the City Building Department, I ordered the material from several different sources, and had it delivered on my lot. With the aid of my brother-in-law and a couple of helpful neighbors, I set the foundations and put up the rough structures, over a period of two weeks.

It took two months of fairly steady spare-time work to complete the house, during this time I had my family come out to help me with the finishing touches. Of course friend wife had a lot of valuable suggestions as to cupboards, shelves, etc. which took up plenty of time, so it was April 11 before we moved in.

For those interested in costs, here is my approximate outlay:

Lot, \$50 down, \$10 a month.....	\$166.00
Structure (including labor hired).....	220.00
Plumbing and wiring.....	140.00
Permits, connections, etc.....	44.50
Plumbing fixtures, equipment and necessary furniture.....	350.00
<b>Total Investment.....</b>	<b>\$920.50</b>

Every man has his price and every woman her figure.

THE season for Fall and Winter sports is upon us, and the Production Department is entering teams in the Basketball League, and in the Bowling League.

Bill Liddle has rounded up the following squad to report for basketball: Paul Gaughen, Russ Gaughen, Ed Kellogg, Bill Wiley, Les Matusek, Don Tank, J. C. Miller and Jack Chambers.

The following keglers have announced their intention of trying for the bowling team: T. Anderson, W. Lupke, Bill Liddle, Roy Coykendall, Tom Jones and Joe Maloney.

There is a concerted movement on foot to draft Perry Ogden as Captain of the bowlers, and Lloyd Bender as center for the basketballers. Perry has had a lot of experience in keeping the ball rolling, and Lloyd seems to be on the jump most of the time.

Les Matusek is making a business trip to Akron, Buffalo, and Niagara Falls, returning about November 1st. Akron and Buffalo sound rather business-like, but Niagara Falls has a more romantic flavor. We Wonder!!

Ken Abernathy has resigned to take a position November first, with the Minneapolis-Honeywell Regulator Company at Minneapolis. Ken was one of the first to join *Consolidated* at the time of the big move to San Diego, reporting for duty August 20, 1935. Everyone in the Production Department considers Ken a personal friend, and while we are going to miss his genial personality, we wish him every success in his new venture.

We are in receipt of a nice little note from Mr. and Mrs. Bob Hyder expressing their appreciation for the Toastmaster they received as a wedding present from the folks at the office. Bob says we forgot to send along a knife for scraping the burnt toast.

Weird reports have reached us about the activities of those mighty deer hunters, the Coykendalls, who were on their vacations some weeks ago. Roy must have thought he was still chasing stock, or something, for on the second day they headed him off over in the next county. He had enough deer rounded up to feed the entire force at *Consolidated*, but had not fired a shot. Could it be buck fever? He

(Continued on page 18)

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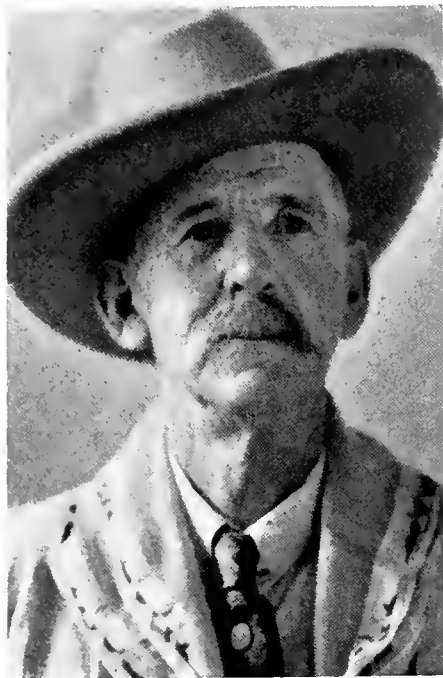
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**Dine and Dance**



# "One of the Beeler Boys"

By Larry Boeing

"Mornin' Dad, how are you—all this fine day?"

"Fine as an old fiddle whose strings have just been twisted to a C." Yippee!

"That's fine, Dad. Have you a few minutes you could spare?"

"Shure enough, what's on your mind?"

"Well the boys noticed that the way you handle that Arizona Stetson makes them believe you probably could tell a few incidents of your early days out in the West?"

"Well son, I believe I could but shucks, they wouldn't care to hear about it from me. Those thar movie people have them fairly well informed and anyway it wasn't anything so much anyhow."

"The boys hear you were in Leadville, Colorado, during the Cripple Creek gold rush."

"That I was, but it was little gold I ever saw. During that time my mother ran a hotel and boarding house there for the use of the miners and the other people who crowded to the vicinity for gold. My brother and I wanted to dig for gold but my stepfather would have none of this foolishness and he insisted we tend to his burros. One night we lost one and hunted all night in the cold. Being unable to find it we came home fatigued and hungry. When he found out we missed the "Colorado Canary" he started after us with a long blacksnake whip. I'll tell you boy we didn't stay around there very long. Later in the day we located the 'Jack' and came on home."

"My brother and I soon got ahold of a couple of burros of our own which some

miners had abandoned. We started to haul mine timbers from the sides of the mountains and 'cooked' charcoal for the smelters to use.

"Our lives were everything but pleasant, what with the Ute Indians always on the lookout for a loose scalp.

"In the general Indian uprising in the early eighties it was necessary to curtail our 'wood-working'."

"At this period my mother was bothered terribly with rheumatism. She had heard of a hot springs in Tia Juana. At that time it was merely a swampy spot where hot water oozed from the earth. One merely dug a shallow pit to accumulate the warm water and just sort of lolled around in it a while. The Indians had been using these hot waters for centuries."

"The warm sun and hot water soon brought my mother back to health."

"Deciding that the spot in Mexico where the present resort and hotel now stand had certain curative values, my mother decided to build a hotel there. She succeeded in completing it and during that period my brother and I drove loads of lumber from San Diego to Tia Juana that we bought from the Russ Lumber Company who still operate in town here."

"Desiring to help out with the finances, my brother and I would ride to Ensenada and purchase wild horses, drive them up the Coast along the seashore. We did this to keep from losing any because as we two were alone we had only to watch one side of the herd as the water of the Pacific acted as a range hand on our left."

"We would bring the horses to our corral and blindfold them one by one and then I would proceed to get a saddle on their back and break them. I want to tell you that some dang fine horses came out of our corral and we made a few pennies too."

"When did you sell your horses, dad?"

"Well my boy, the best market was up Colorado Springs way."

"Did you ship them by freight?"

"Oh no. We would take them over by ourselves, my brother and I."

"Were there roads in those days that were easy to follow?"

"Well, yes and no. We had to follow trails. We would go northeast into Arizona and the Navajo country. The Navajos never bothered us any but they always followed us two and our little herd day

and night. We had watches arranged and it was always a happy event when we would arrive all intact but darn tired and hungry after several weeks' journey to good old Colorado."

"How about that ranch you operated up near Hemet for so long? You raised your family up there, I believe?"

"Yes, I did. Got interested in that country while I skinned mules with the construction gang out on the Hemet Dam."

"You switched from beef cattle to a dairy herd up there, I hear?"

"Yes, got interested in the critters 'cause I figured what with the increased population of San Diego, milk would be needed. Gosh boy, it sure felt funny milking those things when all I used to do to those cows' white-faced cousins was to 'tattoo' their calves out on the range."

"I imagine you had some hard times getting by in the early days?"

"Well, yes, we did. One time out in Colorado shortly after I was married my brother and our wives started across the range with a couple of wagons and our two children who were two years and two months old. We ran into snow the first night and became snowbound at the timber line the next day. Boy, we realized we were on a spot. We couldn't turn around and the horses couldn't pull the wagons thru the snow. We unhitched the animals and placed the women and kids on them and broke trail for a spot near the summit where we knew some miners had a shack. This offered us some protection from the weather but food was very low. It became necessary to make a run thru the deep snow and return to the valley below. How we managed to do it I can't tell you, but we did."

"That must have been a thrilling experience, Dad. Those Colorado snowstorms come up very unexpectedly."

"How about the band you have?"

"Well boy, you're not going to call me the old maestro are you? You know we folks, my kids and I, get a lot of fun out of our little band. We never did aim to make any money out of our routin' and tootin'—just kinda like to whoop it up a little bit with our friends."

"Well Dad, you sure have had a load of experiences in your time."

"Yes, I have and I attribute a good part

(Continued on page 23)

# The Flying Wing

By C. L. Hibert

**I**F Charles L. Freel doesn't do something for the aviation industry, it won't be because of a late start, for at twenty he has designed and built a new type tailless glider.

Charles is at present with the Fixed Equipment Group in the Engineering Section. He began work at *Consolidated Aircraft Corp.* for Al. Ambrose in the Tank Department. After seeing several of his drawings and designs Mr. Ambrose secured an interview for Charlie with Mr. Sheahan, "Engineer in Charge of Drafting" who at that time was in need of good men. Mr. Sheahan gave Charlie a chance to qualify. He made good and was advanced from Tracer to Draftsman in a short time.

He is a quiet and unassuming lad. It embarrasses him when asked about his achievements. He has constructed and flown several gliders and is at present designing an all-metal job which he intends to build.

To return to the "flying wing". It was made along the lines of available technical data and a successful experimental model. The model had a wingspread of thirty-six inches and was built with the help of fellow students under the supervision of Mr. Letain T. Kitterege, former Lieutenant of Aviation of the U.S.N. Mr. Kitterege is Aircraft Instructor of the San Diego High School. In selecting the desired wing design, much difficulty was experienced due to many new problems involved in all wing type aircraft. In the design itself it was necessary to overcome the aerodynamic centering problem for longitudinal stability, thereby eliminating the outrigger control surfaces at rear and still maintain stability. In removing tail structure and fuselage a saving of weight and a gain in strength is realized and a larger load can be carried inside of the wing. The wing is a cantilever braced structure made in two parts bolted together at the center and is 26 feet in length. The two spars running the full length of the ship are made in the shape of an "I" beam, having a plywood web and spruce cap strips. The ribs are made of quarter-inch spruce with eighth-inch diagonals and the entire structure covered with fabric. The pilot's compartment is located in the forward part of the wing and the control flaps are an integral part of the wing, being hinged to the rear spar.

Lateral and longitudinal control is effected by means of two fourteen-foot



movable surfaces in the rear and on each side of the ship. The directional control to provide for turning are the small movable sections on the wing tips and operate on a drag principle. These take the place of a rudder, and work independently of each other, being actuated by a foot control. Lateral control is used in turning to bank the ship and is produced by a movement up on one side and down on the other fourteen-foot aileron. Longitudinal control is effected by using the ailerons as elevators and when both are moved up on each side, the nose is directed upward. A simultaneous control device was developed to operate the ailerons so that the control wheel would not differ from that of a conventional airplane. When the control is moved forward or back the ailerons act as elevators and at the same time may be used as ailerons by turning the wheel right or left. The sweep back and dihedral of the wing adds further to stability of the ship.

Charlie believes that within the near future orthodox airliners of the "Flying Wing" type will predominate in the airplanes with their superior advantages due to the removal of certain physical limitations of present-day aircraft. Higher speeds, greater payloads, economy in operation and increased facilities of passenger comfort will be available to international business traffic.

In larger aircraft of this type many technical disadvantages will be overcome and obviously a new and more efficient type of propulsion will be employed.

Along with the commercial aspect, the military Flying Wing will present itself in the form of a deadly ultra-high speed bomber capable of placing enemy fortifications at an extreme disadvantage, due to having approximately 90% clear firing range for defense and provision for an enormous load of bombs situated in the wing proper.

In view of the vast advantages and possibilities, a perfection of the Flying Wing is warranted in the evolution of aeronautics in the near future.

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"Well, that's the way I found you, baby."

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# Delivering Our Boats . . .

By Harvey Gerwig

IN the yard to the south of Final Assembly, ships in various stages of completion surround a gleaming leviathan of the air.

Its 104 foot wing spread is probably its most impressive dimension, the length of the hull approximating some 65 feet; and its two 1000 H.P. Pratt & Whitney engines with their Hamilton constant speed controllable pitch propellers would appear to the uninitiated none too capable of screwing their way into thin atmosphere and picking this immense bulk from the water.

This ship which has undergone its final grooming is considered a triumph of aeronautical design, complete in every detail and awaiting inspection and delivery. After a thorough engine ground test and the routine detail mechanical and equipment inspection, the ship is decked out with a fresh coat of paint preparatory to Delivery Inspection. This constitutes a complete visual re-check of all installed apparatus, final check of all engine and flight controls and a thorough going-over of all recent changes to make assurance doubly sure that they have been not only incorporated but that the type and numbers meet the requirements of the Navy Inspection Department set forth for the current contract in which are included all proper squadron markings and insignia.

The presence of the Navy Inspection Personnel is now requested and accompanied by Company inspectors the routine of detail inspection is jointly gone over

again. Upon the approval of the Navy inspectors as to completeness and appearance of the ship, the packing sheets are receipted by the Navy and request is made of the Material Officer, who invoices the ship, to sign the invoices and packing sheets.

This consummates the formal delivery of the ship and it passes into the hands of the U.S.N. The Navy delivery crew now arrives with trucks to pick up the loose equipment and spare parts, in which they are assisted by the Final Assembly clean-up gang.

The ship now begins its journey to the sea, mounted on its beaching gear which must support the net weight of above seven tons, the gross tonnage rising to around fourteen tons when ready for action. Each man of the *Consolidated's* beaching crew, which consists of a beach master, four men in water-tight suits and boots, two mechanics, and a tractor driver, is equipped and prepared to carry out the orders of the Assistant Foreman in charge of field work, viz., Mr. Jack Kline.

A towing bar is attached to the tail-wheel assembly of the ship and to the towing plate at the rear of the tractor and with a clash of gears the little runt lurches forward and the *PBY-2* follows as readily as a bull with a ring in his nose—but tail first. Accompanied by the crew in the Packard service car the ship traverses approximately a mile and a half of bumpy ground with three men afoot manipulating

the beaching gear and its brakes. Upon arriving at the bay the tractor swings the ship into a position facing the water and the towing bar is then replaced by a three-inch rope with a quick-detaching hook. The ship is then maneuvered to the top of the ramp with the tractor acting as a brake against the descent of the ship. The mechanics then take their places, one forward to turn over the propellers, ridding the cylinders of surplus oil if there be any and to check the top of the ship against any covers being open, while the other enters the rear hatch and starts up the auxiliary power unit generating the current for the motors which then lower the floats; these being down, two men each insert a rope through the float eyes for the purpose of keeping the ship in hand when lowered into the water to prevent its drifting parallel to the beach. The man on top now takes his place in the cabin. With a deftness that comes of long practice he starts the righthand engine first. When the starter reaches a whining crescendo, the electrically controlled clutch throws in and with a sputter the engine wakes up with a roar. Likewise the left engine and when both are thoroughly warmed the ship is turned over to the Naval Officer in charge and the mechanics retire to the guide ropes to assist the beaching crew.

When ready, the officer signals with his thumb up and the tractor edges forward, the ship slips into the sea. Now the four men in the water-tight suits do their stuff which consists in detaching the hook from the tail and in releasing the tail-wheel assembly. Two men then pull the vertical pins from the beaching gear, the tires of which are filled half full of water to inhibit a too rapid rising to the surface, and upon their release the gear floats out from the ship to be brought ashore by the men.

The beach master now cries "All clear" and the pilot once more signals with his thumb up, accelerating his engines. Simultaneous with this the men on the ramp who are holding the guide ropes, free one end of the loop and as the ship glides rapidly from the shore, their connection with the ceremony is o'er.

Without any throwing of champagne bottles the ship taxis to North Island to join its squadron.

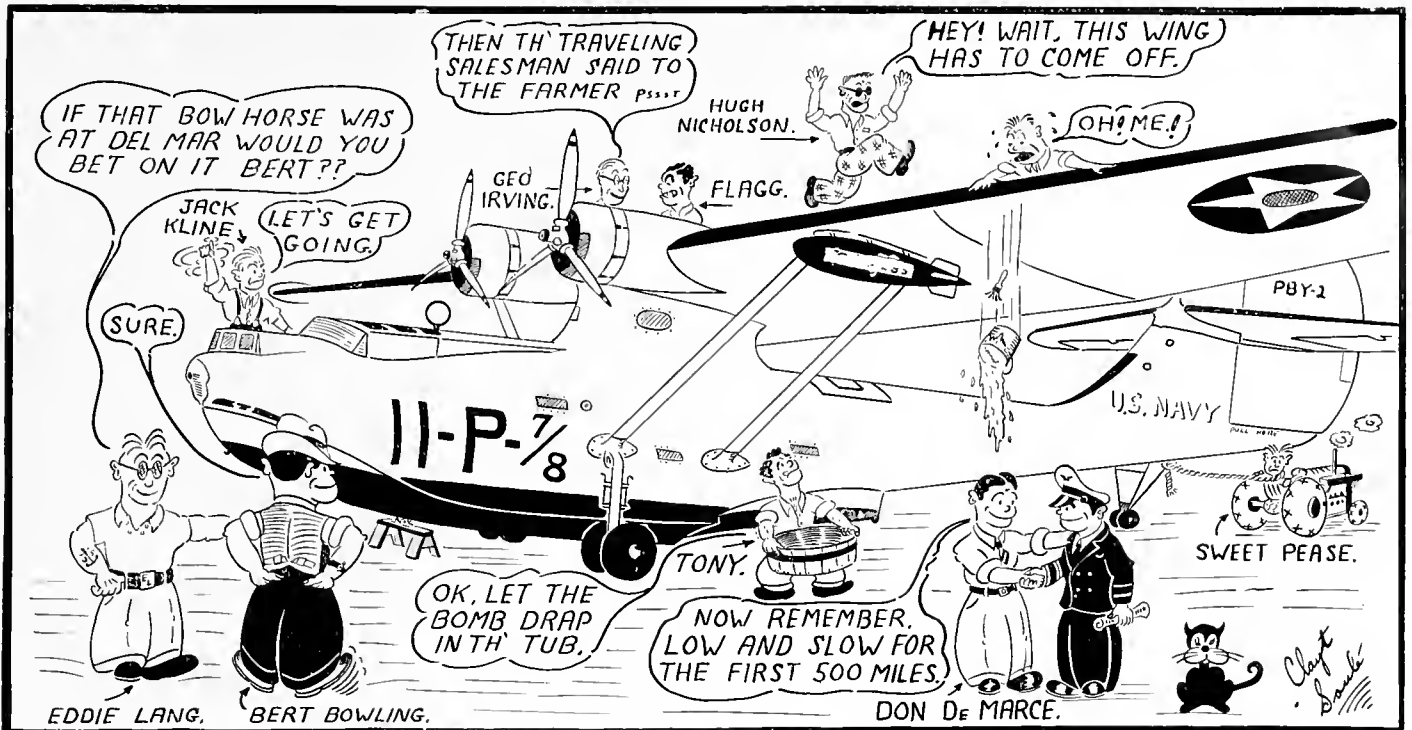
"Do you know how to dance the rhumba?"

"Sure, I take five stiff highballs and then try to waltz."



Boat leaving ramp, showing *Consolidated* beaching crew.

SAY YOU SAW IT IN THE CONSOLIDATOR



**F**IRE! Fire! is a terror-laden cry which, it is hoped, may never reach your ears. Too often, it heralds disaster to life and property. What may have started as a small blaze, which could have been stopped in time, soon turns into a horrifying picture in which the smoke grows and grows, rolling higher until at last a disheartening burst of flame flings a banner of defiance into the faces of helpless men. Often and forcibly has fire prevention and its importance been brought to our attention, particularly with regard to fire-fighting equipment, such as hydrants, hose and extinguishers of various types. But even the most elaborate of these fulfills only a part of its duty unless it arrives at the fire in time. Therefore, the necessity for an efficient alarm system is apparent. Such a system has just been installed throughout our factory, as evidenced by the red-enameled fire boxes located at various strategic points. These boxes, of which there are 25, are inter-connected with several alarm devices, such as bells, horns, and the supervisory panel.

When any box is "Pulled" by following the simple directions—"Open Door, Pull Hook to Stop and Let Go," which appears on each box, the following occurs: As the "hook" is released, the mechanism within the box is set into motion, sending impulses, in code, to the "master panel," which in turn energizes the bells and horns. The function of the bells is to notify the proper officials and safety officers. The horns, distributed throughout the plant and grounds can be heard by all employees,

## Open Door, Pull Hook to Stop, Let Go

By H. A. Fink, Chief Electrician, and F. Rubbin, Electrician

serve to summon the fifteen members of our Fire Department. The men of this group, upon hearing the code signal will immediately converge upon the location indicated, bringing with them fire-fighting equipment.

Most people are familiar with the fact that water is useless on an oil fire. But in an industrial plant such as ours, there exists a variety of elements which in case of fire, require separate and distinct meth-

ods of extinguishing. Some of these fall into definite classifications, readily recognized, others are understood only by the trained fireman. Our Fire Department or "Brigade" has been thoroughly instructed in these methods, and therefore it would be wise, unless familiar with the type of fire at hand, to wait until the firemen arrive. The danger of a stream of water directed upon electric equipment cannot be

(Continued on page 21)



Boat taxiing across San Diego Bay with wing floats down.

SAY YOU SAW IT IN THE CONSOLIDATOR



# Metal Bench Department

## Watching It Grow for Thirteen years

By George Young

For a while he kept silent on the subject, but finally he came to me and suggested that if I got the proper valve on the furnace, one drum of quenching oil and a drum for water, he could do our heat treating. This was like good news from a far country and reviving rain in a parched and thirsty land. I jumped at his offer and passed his suggestion along to George Newman, Sr. He told me that if I was looking for trouble, to go ahead. The name of this forgotten heat treater, who passed on to a better country about eighteen months later, was William Casey. May he rest in peace.

The gas company figured out the proper valve and installed it. So we started to heat treat with the aid of charts which Joe Gwinn, our Chief Engineer, figured out. We had no easy time of it as we had to satisfy the exacting standards of Chief Inspector J. C. Thompson, and Senior Army Inspector J. L. Kelley, the same J. L. Kelley who is now our Factory Superintendent.

Did we have fun? We finally got going and rapidly increased our capacity with the gathering momentum of added output. Now we are equipped with electric furnaces which will take almost anything in aircraft parts and fittings which have to be heat treated.

For several years parts were fabricated mostly by hand. This of course resulted in very slow production,—too slow production in fact. Today's speed requirements have forced us to equip with all the latest and most ingenious devices and machines produced by the most brilliant mechanical engineers. Now we are able to make similar parts in about one-quarter of the time, and we are using chrome molybdenum steel, which is twice as hard to work.

Most of the parts which were made of steel are now being made of dural. This metal being so totally different in composition and working qualities, we had to learn all over again. The new metal presented its own peculiar problems, but our skilled mechanics refused to be stumped and tackled the task with a grim determination which of course overcame the baffling quirks and peculiarities of the strange, new metal.

The Bench department has kept pace with the steady and inexorable march of

progress. "New occasions teach new duties," and new industrial conditions demand adequate equipment and technique in order to cope with them. It is cause for gratification that *Consolidated* has had the courage, the vision, and the financial stamina, to keep in the front line of present-day manufacturing trends with regard to equipment. Thus we attain the speed required to meet schedules; because time is the essence of all contracts awarded us. Unless the required speed is maintained in output, the delivery dates cannot be met. This results in loss of money under the penalty clause in the contract, and possible loss of future business.

We require, therefore, first-class men, who are able and doing at all times, instructing and helping new men who have not had much experience at aircraft work. We have had considerable success in developing good mechanics. In defining what I mean by the term "good mechanic" I might explain it this way: A good mechanic should have an adequate supply of tools, and should be able to use them. He should know how to read blue prints, lay out his own templates, fabricate his own parts, and assemble them, whether welded, riveted or bolted. He should be able to lay out for holes if any, and drill after completion set up. Finally, he should be able to check his work to the drawing.

While on the subject of checking to drawing, it might be interesting to repeat a typical early experience, which old "Dave" Wilkinson was fond of telling the writer. "Dave" said that in the early days of aircraft building, they accomplished wonders without many of the most commonplace aids used by aircraft mechanics today. It seems that he was working on an experimental plane for a manufacturer who has since grown to world-wide prominence. They didn't have any elaborate engineering and drafting department,—so detailed blue prints were scarce or non-existent. "Dave," this great man would say, as he rushed out to the shop with a brilliant new idea for the plane, "Dave—I want you to make up a fitting for so and so, and I want it to be like this—." Here he would demonstrate his idea by twisting up a piece of cardboard or any other handy material into the shape he had

WHEN I started to work for *Consolidated Aircraft Corporation* my number was No. 11 on the factory clock, which meant that I was the eleventh man hired. They had about twenty nice new benches, and as I recall, four men to work at them. George Newman, Sr. was Factory Manager and "Dave" Wilkinson was General Foreman.

We had one lathe, one punch press, two drill presses, and finally we got a foot shear and a nibbling machine. The nibbling machine was considered a marvel of mechanical ingenuity at that time.

Fabricated parts were made of carbon steel and welded with carbon steel. After welding they had to be dip-brazed. We thought we had a hard job fabricating carbon steel until chrome molybdenum steel was introduced. With chrome moly. our difficulties increased as this metal was much harder to work. It was by far the toughest ferrous metal to fabricate.

Then we began to heat-treat parts. These parts were sent out for some time; but this caused a lot of extra chasing, or dispatching, and other delays incidental to a decentralized activity. We were getting busier and busier, and soon the time came when we needed tool makers; so we organized our Tool department. It started with a nucleus of two men and a small gas furnace. There is an interesting story in connection with the inception of this Tool department. In hiring men for the Bench department a heat treater was hired for a bench hand and everyone was ignorant of his heat treating ability and experience until some time afterwards. This man noticed us sending parts out for heat treat.



in mind. "Are you following me, Dave?" he would ask. "Oh, I'm way ahead of you." Dave would reply. But he managed to make the parts nevertheless, and the ship flew,—and that man who in those days had scarcely a draftsman or blueprint to bless himself with, is now known all over the world wherever airplanes are mentioned.

This story will serve to illustrate the fact that a really good mechanic, and "Dave" was all of that and more,—a really good mechanic needs his tools, to be sure, but he needs a lot more. He needs native skill and inborn ability in order to do a job like "Dave's." Such a man could almost visualize a job in all its details before it was put on paper. Today we have not only good mechanics, but every possible help for them in the shape of improved equipment. That may explain the results we are showing in the Bench department.

### Tail Spins

A conscience is that sixth sense that comes to our aid when we are doing wrong and tells us we are about to get caught.

The stewed chicken of today is the hardboiled old hen of tomorrow.

A porch chair should be large enough for one and strong enough for two.

A man is drunk when he feels sophisticated and can't pronounce it.

A girl never begins to be attractive until she gets over trying to be fascinating.

An old maid is a person who was disappointed in an early love affair and forever after held her peace.

The hen is the only living thing that can lay around and produce.

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Nothing annoys a woman like having her friends drop in unexpectedly to find her house looking as it usually does.

"Love" is the only fire against which there is no insurance.

A man isn't necessarily in the last stages of intoxication when he comes home and sees a snake crawling under the bed.

After all a golddigger is only a woman—after all.

How about some energetic young man around the leading edge taking up the task of collecting and sending in news items each month?

We feel sadly neglected. Every one asks this question each time a new issue comes out so how about a little action, boys. There are plenty of Winchels in our department, so help me!

James H. Roberts, 4402.

Mr. and Mrs. A. H. Johnson, Experimental, are announcing the arrival of an 8-pound boy on the 21st of September.

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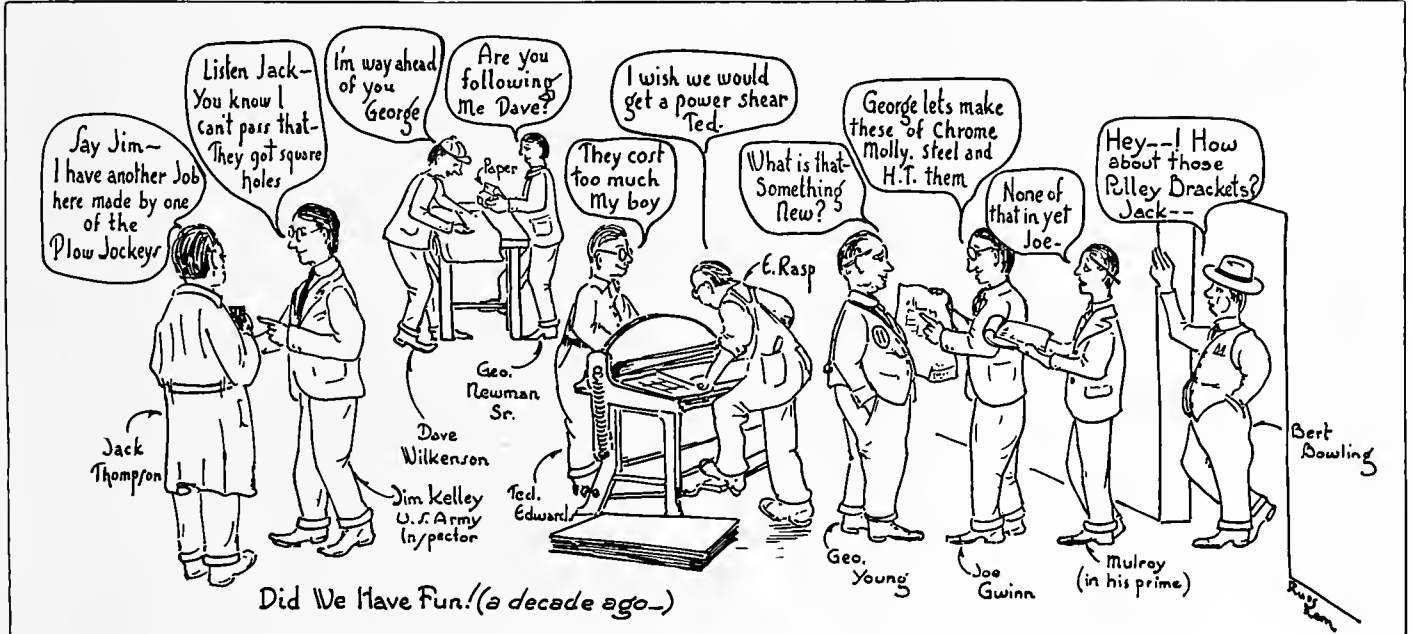
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FOR the benefit of those who are interested in outdoor life and have not heard the story of our hunt for deer I will attempt to give you the high spots of the trip.

There were eight of us, seven being *Consolidated* employees namely, Ray Coykendall, Roy Coykendall, Harry McEwan, George Landy, Hap Forsythe and I. Mrs. Hotchkiss completed the party.

We had a nice time on the way up, taking in Frisco. We crossed both bridges.

Our deer hunting territory is located in the Modoc National forest near the county seat of Alturas. It is heavily wooded. There are other good sections to hunt in, known as the lava beds. The handicap of hunting in this area is the lack of water. It has to be packed in. We were pretty optimistic about getting at least one deer the first two days so we didn't take too much provision in.

Our arriving on the hunting grounds three days before the season opened gave us time to get the camp in ship-shape order, trout fish, hike and relax. On a hike George Landy found a lion kill of a 7-point buck.

The first four days were quite uneventful. Practically everyone got a glimpse of a buck and an occasional shot was had. A large herd of deer walked within twenty feet of Mrs. Hotchkiss. Next to the last to go by was a large, forked horn buck. Three points being required on one side or the other compelled her to lower the rifle and wait.

As George Landy was still hunting a frightened doe came scurrying by, next a little faun and a few seconds later an old mountain lion, hot on their trail. He must have sensed Landy's presence as he stopped and looked George square in the

## Our Vacation

By Glenn Hotchkiss

eye. George shot at him but apparently missed. As the lion scrambled over a log and silence prevailed George thought he might have got him. He rushed over to the log only to once more jump the lion. He went out with a crash one way and George the other. Landy never stopped until he had located one of the other boys, Ray Coykendall. George said "Ray, the woods are full of lions and let's stay close together." "OK," says Ray. Now here is where the meanest thing on the trip took place. They sat down to still-hunt and soon Ray noticed George had fallen asleep so he sneaked away and left George asleep right amidst those terrible lions.

Sunday night we decided to move camp for three reasons, first, we were out of food, we thought it might change our luck, and, it was in the direction of home. We stopped off at a little town located in the center of a small desert yet not far from the foothills of the mountains. The village had the whole sum of twelve inhabitants. The one and only store was combined with a gas station.

The storekeeper said, "Well boys, you can hunt around Lake Tahoe if you wish, but if I wanted to go home with at least one nice buck I'd hunt over there in the foothills. It is dry country but the old bucks sneak over there from the watered, timbered areas after being shot at and chased."

The old boy was right. We drove the car back to the foothills that Monday morning with blood in our eyes. We had even persuaded the storekeeper to go with us. He got the sheriff to look after the store.

The draws or canyons all pointed toward the main range. On the top of these ridges were scattered juniper and scrub mahogany. As there was a strong up draft in the draws, we made our drives upward with the wind. Five of the hunters were to circle up the mountain for at least two miles and string across the ridge of the canyon. They must select a spot with a good view and not make a move. After allowing them about one and one-half hours to get set the remaining three of us would work up the ridge covering all the spots where the old bucks might be sleeping. Hurling rocks amidst the thicker groups of mahogany was a sure way of starting the old boy racing and sneaking right up to where the watchers were tensely waiting.

On our second drive, which was to have

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taken up another two miles of ridge we had our first luck. This time the storekeeper, Mrs. Hotchkiss and Ray were to do the driving. After the required hour they started the drive. They had only started when Mrs. Hotchkiss saw the storekeeper beckon her to come over to where he was. He pointed out the form of a huge buck asleep under a tree. He wanted her to shoot him. She missed him with the first shot but as he ran down the side of the canyon she hit him with two shots, the last one killing him instantly. She came racing up the canyon shouting that she had killed the largest four-legged animal in California. He had 7 points, 30-inch spread and weighed 240 pounds dressed. We spent about three hours getting the deer down to the car. After taking pictures we skinned and quartered him.

The next day the storekeeper could not go with us but we knew the ropes by then. On our second drive we had the good fortune to drive two large bucks up by the watchers. Landy bagged a nice seven-point buck. Forsythe saw a buck coming right at him but he could not see the third point on either side. The deer passed within six feet of him. As he went by Hap saw that third point, although only two inches long. On the fifth shot the deer dropped. That was the climax. We had had a good hunt, plenty of deer, and all being very tired we shoved off for San Diego that evening.

Even though my wife shot the prize buck I'm *not* doing the dishes at home and wait till you see the one I'm going to get next year.

### Consair Male Chorus

Now, that most of the outdoor activities are over, is your opportunity to join up with the Male Chorus. We meet each Monday evening from 6 to 8 at the Auditorium of the House of Hospitality, Balboa Park. It is not necessary to be able to read music, as we teach you that. All you have to do is carry a tune. Since you heard us the other night on the Amateur Show you can see what we have done and what we are doing. We have several requests for

appearances at different functions in and around San Diego. We will be looking for you at our next rehearsal.

William Stutzke, 278,  
Director.



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## Production Minutes

(Continued from page 9)

swears he'll get two deer with one shot next year or bust. That doesn't sound much like the Planning Department, to be putting something off for a year. And about that newlywed, Margaret!! Oh Boy! Can she eat and like it! No fooling she made quite a hit with the Boy Scout (Game Warden to you) who happened into camp late one morning. He was snooping through our duffle, and to his or perhaps her surprise he walked in on Margaret asleep in the tent. She says she made him wash the dishes. At any rate he never came back again.

Publishers of heart throb magazines report a big increase in sales while Margaret was vacationing.

Some of you folks may have been mildly surprised to see Bill Maloney directing the Swedish Chorus at the *Consolidated* Entertainment held recently in the Ford Bowl. Well, Bill is pretty well known throughout the country as the "Irish Swede," and if given the proper encouragement, can address a Swedish gathering in their native tongue, and bring rousing cheers from the assemblage. We can't say so much for his Spanish.

While the *Consolidated* Entertainment is covered elsewhere in this magazine, this writer would like to vote an orchid to Mr. Les Crawford, Master of Ceremonies, for the smooth and efficient way he kept things moving. Not a dull moment during the whole show.

If you enjoy a funny story, coax Jean Giovanoli to tell you of his recent visit to the dentist.

Carl Golem has the most "Spare" time of anyone in the Planning Department. While to Jack Mulroy, everything moves with "Dispatch."

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## Nick's Flyers

Many *Consolidated* boys are taking flying as a hobby under the careful instruction of Hugh Nichelson, Jr. of our Final Inspection Department and they are building up hours and several have soloed. The equipment used is located at Speers Airport where they take advantage of Speers six planes, including an Edo equipped Taylor Cub.

Nichelson, a former Lieutenant in the Army Air Corps and a graduate of Kelly Field has had a great deal of service and time in the air as he was attached to Pursuit Groups at Langley and March Fields. He, therefore, uses the Air Corps method of instruction.

Among his *Consolidated* students are Charles Van Dusen, Jr.; Henry Mandolf, Eng.; Bill Baker, Finish; Ben Pollack, Tank; Ted Brooks, Bend; Ralph Smith, Draw Bench; Bill Liddle, Planning; T. J. Shaw, Tool Design and George Stone, Final Assembly. These boys are getting instruction for as low as \$2.67 a week.

Mr. and Mrs. Henry King wish to thank Elgin and Bobby and all the boys of the Wing Department for the contribution given to Henry, Jr., for a baby buggy.  
Henry King.

### With the Wives

Mrs. Downey made a fruity cake  
For her husband, Fulton's sake.  
Fulton, you a piece must take,  
This she said.

Fulton ate it every crumb  
Then he heard the angels hum,  
Saying softly—"Fulton, Come."  
Fulton Went!

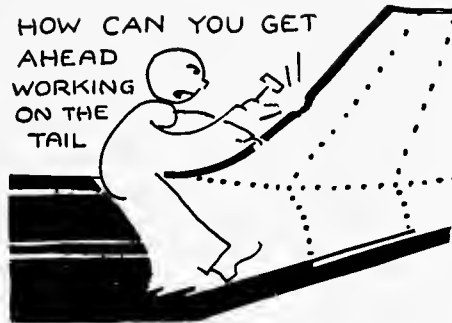
Contributed by Mrs. 2431.



Bernard Ruby of the Metal Bench Dept. is cigar passing. He is the proud recipient of an eight-pound "bit of heaven," delivered at 2:00 A.M., Sept. 28, at the Mercy Hospital. The newcomer's name is Miss Frances Jane Ruby. Ruby won quite a bit of money from the boys, betting that he would have a girl. He seemed so sure that his winning will run around 20 simoleons. The boys in the Bench Dept. wish the young lady and her "Ma" happy days and hope that Ruby passes out better cigars with his next offspring.

—Mr. Shonberg.

Leo Niemet, dural heat treat operator, is the proud father of a 10-pound baby boy born September 20. Leo announces that father and child, and mother, too, are doing nicely. This makes five for Leo and if it had been a girl she would have been called Alice.  
No. 2425.



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*Give your family*  
**QUALITEE**  
*Irradiated VITAMIN-D MILK*

By  
**H. I. Mandolf**

# Wing Test of Transoceanic Boat . . .

**A**S project engineer of this airplane, I believe that now that the wing has passed the static test, a few words about this wing and its creation are in order.

Just as you never heard about Paul Revere's horse, so it is in airplane building, the "hosses" are nameless. If Paul Revere's horse would not have succeeded in his historic gallop, you would never have heard of Paul Revere. But suppose that one of the airplane "hosses" does not succeed in his job . . . well, he soon hears about it. I believe that just as "hell" is given for poor performance, praise should be given for good work; they are just words anyhow.

Our chief of destruction, Ken Jackman, gave you in last month's issue a thorough description of how he proposed to break the new wing. He even gave you a picture of the scaffold whereon he was to act as hangman. Like a cold-blooded executioner he planned the twist of every bone at the correct time, nothing was left undone that could hurt the wing. Loaded from the top, pressed up from the bottom,

twisted at the engine mounts. At the end of a day's trying, with tears of defeat in his eyes, he had to swallow his pride and report to his boss, Roy Miller, "can't crack it, neck is too strong, will have to try the gas." Ken was assisted by Jerry Gerties, the whole stress department, half of the engineering department, and the mechanics of the experimental department that worked on the wing. It was one of the largest tests ever made in aircraft, it was well planned and executed. But those boys that shifted the sand, they, too, felt executed the next day.

At any rate the test, as far as Jackman was concerned, was a complete failure; he failed to produce a failure. Now, here is the secret. Before he tested the wing, we had Radebush, the foreman on the center section, walk over the wing and that was more of a test than Ken could ever give. Furthermore, that guy, Erv Watts, was responsible for all the stress work on this wing, and assisted by fellows like Harry Turner, Lutz, Koegler, he built a bone much stronger than any jaw. Of course Erv knew all the time that the wing was strong enough, but he didn't tell anyone until after the test . . . and then of course, he didn't have to. Incidentally, Erv got a dirty look from the Chief Engineer, Mac Laddon, because the wing was too strong. But that too, only after the test. Before the test, Mac wished the sand bags were filled with aluminum chips . . . after the test, he didn't care.

Teddy Hall, before taking over a new project, started the structural layout of the wing structure about a year ago, and was succeeded by Jimmy Wainwright as wing group leader. Jimmy had some mighty good men in his group: Borque the trouble shooter, Goodyear, a first-class layout and puzzle solver, Linderfelt, Duncan, Walter Schwartz, Riess, and others. Some of these boys worked late hours for many months, because it was necessary to build and design the wing at the same time, and they could not afford to fall behind. To build such a ship in a year, time is very precious and it was soon realized that to complete the wing in time, handicapped besides by lack of extrusions, dural and alclad sheets, a thorough job of design, release, material check and shop coordination was imperative. My assistant, Sparky, nicknamed Seabold, took this particular job over and I am certain that those



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**MORTUARY      Phone, Main 6168**

SAY YOU SAW IT IN THE CONSOLIDATOR

who know what Sparky had to go through and the way he handled his job, are convinced that he did probably as good a piece of work as any ever done within our company. During the design of the wing, closest coordination was required to provide for all the accessories in the wing. These were handled by the groups of "keep cool with Frank Fink," our all too well known friend Henry Growald, by Bud Morschell and Frank Holdener.

But the wing after all, was built in the shop and it was just Summer-time when the plating was added to the stringers and the tank became practically airtight. Tank riveters know what that means. Walter Koch, Nick Seyboth, George Radebush, Teddy Meyers, had their hands full to keep the steam up. In their rush forward, they were often tripped by the "Chief of all the inspectors of the experimental department": Sir Herb Thompson, who often found rivet holes that looked like three- or even four-leaf clover.

For Radebush, the foreman of the center section, we had to make the wing tank manhole double size, so that he could inspect what his men were doing in the gas tank. By the way, George signed his name on the last bulkhead in the gas tank as proof that he actually was inside. Teddy Meyer, the Zeppelin builder and his gang, were out for speed and they certainly made some good showing on the wing outer sections and the splices. It is of course impossible to name all the "hosses" that pulled on this wing, but I remember Ches Delemeter, who I thought was a tailor by trade, judging by the way he tailored to fit those nacelles; Morris Wright, working on leading edges, Lessle and Campbell, the spar builders, Rudy Faltus, who later took over the tail and control surfaces, Robertson, the tank expert, Ed Hanzlik and Willy Bethel, the trailing edge tailors, Gradall, the bomb door fitter, Harvey Muck, the never-tiring Planner, and Claude Rowe, the material dispenser; and not to forget the riveters under guidance first of Leigh Currier and then of Jack Benedict . . . and many others whose work was just as important.

It is to be remembered that a modern wing is tapered in all six dimensions and usually has cutouts and reinforcements and irregularities all over; many difficulties had to be surmounted which could not be foreseen. For instance, at the beginning, everybody concerned had a different idea of how the jig for the wing should look. Therefore, when Phil Koenig built one, it was criticized by the other 87 advisers, because it was not the one they suggested.

Inasmuch as the proof of the pie is in

the eating, so the proof of the wing was in the test, but this didn't work for our Inspector, because he or some prankster hung a rejection ticket on the wing after the test.

### Open Door, Pull Hook

(Continued from page 13)

emphasized too strongly. Never use water in the vicinity of such equipment unless you are positive the current is *Off*. Nor in the neighborhood of unknown chemicals. To do so may result in serious bodily injury or even death, to say nothing of the possibility of spreading the fire beyond control.

Our own Fire Department is trained in fire prevention and in extinguishing incipient fires as well as keeping any fire under control until the City Fire Department arrives, and one of their first duties is to summon the City Fire Department immediately whenever a fire promises to develop into anything other than one of an extremely minor nature. The City Fire Department is efficiently trained in the most effective methods of fire-fighting and a cooperative program has been worked out between the City's forces and our own "first-aid" Fire Department which will insure maximum protection at all times.

Interesting to note, the function of the "supervisory" panel mentioned above, is not only to transfer the impulses from the box to the alarm devices but to keep a constant vigilance upon the several "loops" or circuits in the system and the equipment contained therein. If, for example,

one of the horns should develop a short or open circuit, that fact is immediately indicated by the instruments in the panel. Or, if the wiring should become grounded, open or shorted, instruments and signals will inform the proper people. In other words, the system is always alive and ready to serve its purpose.

It is suggested that everyone familiarize himself with the location of the alarm box nearest his place of work and use it unhesitatingly in the manner outlined. You know that self-preservation is the first law of life, but you may not realize that fire can seriously affect your incomes if it necessitates extensive shutdowns for repairs.

Let us hope that our new alarm system may never be called upon to announce a serious fire, and if it prevents even small injury to persons or property we shall consider the outlay well worthwhile.

#### NOTICE

Reminding all fishermen to be on the lookout for the yellowtail wearing Jim Kelley's glasses and George Wire's false teeth.

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**Maintenance Department  
Softball Team**

In accordance with early predictions, the Maintenance Department has won the Plant Softball Championship.

After a brilliant season, marred by only one loss, they again showed their superiority in defeating the Night Champions, Sheet Cutting, last Saturday night at Golden Hill.

The scores of the twin tilt were 5 to 1, and 9 to 5, with pitchers Myers and Seacord, the respective winners.

Lineup: G. Nielsen, First Base; N. La Gamma, Second Base; L. Willingham, Short Stop; P. Grijalva, Third Base; E. Lawson, Right Field; F. Watters, Center Field; C. Saxon, Left Field; E. Fink, Catcher; W. Seacord, Pitcher; E. Myers, Pitcher; C. Coates and R. Huckell, Umpires.

**BOWLING**

The Consolidated Bowling League is getting under way for their winter season and at present have about 21 Inter-Departmental teams signed up. This will necessitate two divisions bowling on Tuesday and Friday nights. Representative teams from Spar, Maintenance, Machine Shop, Tank, Welding, Production, Office, Engineering, Wood Shop, and Inspection Departments will roll on Tuesday nights and the remainder of the teams, namely, the Sheet Metal, Hull, Drawbench, Paint, Wing, Cutting, Bulkheads, Stockroom, Office, Metal Bench, Leadmen and Tail Departments will topple them over on Friday nights.

The Bowling League voted to use the new alleys at the San Diego Bowling Academy located at 1440 E St. Under this arrangement all the league games will be under the direct supervision of the San Diego Bowling Association and will also allow the Consolidated teams to participate in the ABC tournaments.

Ed Kohan is now a proud papa. Yes, it's a boy, born August 7; we all smoke, Ed.  
No. 4081.

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## Out For Yellowtail

By Dick Biggs

JUST eight young and ambitious "to be" fishermen, weary-eyed but full of ideas on "how to catch yellowtail" and ready to try their luck. At 2:00 A.M. sharp the "Doretta B" shoved off with such hands aboard as Matt Barthel, Barney Barnett, Dick Biggs, Eddy Branza, Forest Cornelius, Baldy Hershey, Clarence Poltowicz, Otto Bendt and Skipper Bill Bellows, Wing and Bench Depts. The trip to the Coronado Islands was enjoyed by all, Forest, Dick and Clarence slept all the way out, Hershey was only good for two rounds of a friendly game of draw (these poor married fellows) while Matt cleaned the others with little trouble. With the first break of dawn all had their lines wet and baited waiting for their first strike. Ed got the first strike but lost it as did Matt and Dick. Better luck on the next cast with most every one pulling 'em in, the total about 12 barracuda. Otto lost a big one while trolling and Baldy and Forest got tangled so badly they got dizzy looking at the mess. Barney pulled a mackerel out while the rest tried their luck near the bottom with good success (including seaweed), Dick made real live bait for the sharks by going in swimming in his birthday suit (water was swell). Matt was finally rewarded with a yellowtail strike which put up a good fight but Matt outlasted him and brought him aboard.

Highlights on the trip home were Barney's Zig-Zag way of steering a boat on a true "N" course and Otto's great catch of a dolphin.

Prize picture was taken by Biggs which appears above and shows Clarence's idea of how to fish for yellowtail. All agreed a good time was had (except Armstrong who made a 25c ante on all hands aboard that they would get seasick, he lost).

Another trip has already been planned and all have made a vow to get a yellow-tail or bust!

## AMATEUR SHOW

(Continued from page 6)

March," and concluded the program with one of their usual spirited offerings.

At intervals, we were privileged to hear speeches on behalf of the Community Chest, from Mr. Edgar N. Gott, Assistant to the President of *Consolidated Aircraft Corporation*; Miss Cabell Izac, Mr. A. J. Sutherland, General Chairman of the Community Chest Campaign; Mr. Donald E. Hanson, President of the Community Chest; Mr. R. King Kauffman, President of the Local Chapter of Red Cross; Mr. Fred W. Morrison, Executive Secretary of the Community Chest, and Mrs. A. H. Stuckey, Executive Secretary of the Catholic Welfare Society and President of the Social Workers Club.

All my fellow entertainers join with me in thanking those who so generously gave their time and labors aiding us to individually and collectively make a success of our Show. We extend our sincere appreciation to Mr. Donald Frye, *Consolidated* Personnel Supervisor, through whose untiring efforts the Show was made possible; to Walter Church who supplied the loud-speaker system; to the audience for its gracious response to our offerings; and to everyone who had a part in contributing to our success.

We deem it a great privilege to have been a part—even in a small way—of such a worthy cause as the Community Chest Campaign.

## "One of the Beeler Boys"

(Continued from page 10)

of our happiness to my mother. She built two houses, one in Colorado and one in California, all by herself. She was truly one of the pioneers of the west. We miss her greatly but she went to her just reward at the grand old age of 86.

"She must have been a grand person."

"Dad, I'll have to go now. It was sure good to visit a while with you."

"Well now, looka here son, you just drop around sometime again and I'll tell you more about those fish we used to catch up around Hemet; some nearly as big as barracuda. I want to tell you about the Indians and how we foxed some smart Mexicans. Oh boy, you should hear that one."

"I'll be back Dad."

"S'long son."

"S'long Mr. Charles Z. Sheppard—we'll be seeing you again soon." Yippee!!

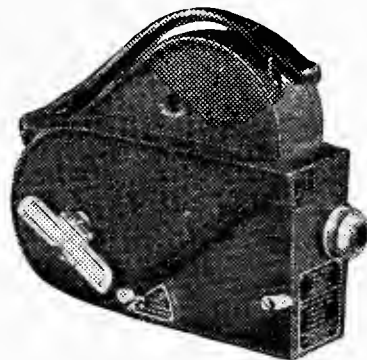
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### Things That Get Me Down

By Mickey Burleigh

... That "following the plough" walk of Armstrong's . . . Lucious Smith's, of the Tail and Stabilizer Smiths . . . slightly decorative tool box . . . those gorgeous tailored socks the boys (?!!) are wearing . . . f'rinstance Bill Holt of Bench . . . and Lyne Hanney of Tail . . . that Tool box which brought the little man back from Experimental . . . Duncan's back in the Wing . . . the horned Olds of Eddie "Brain' ya" the one-man intelligence bureau of the Wing Dept. . . . which seemed to have acquired a couple of offspring . . . not Brainya but his Olds seemed to have done the acquiring . . . Styvert of the Tails pushing his pack mule up Sawmill Pass in pursuit of a deer . . . Dad Beeler Shepherd's sombrero and dainty neckerchief . . . that picture of Johnny Jones in last month's *Consolidator* . . . reaching for another bottle of milk . . . "Bombrack" Barnett's dog . . . Bob Haag's

reference to Boston College's bid for the Rose Bowl Game . . . "Beans" Kormer's oneriness . . . and Eddie Brainya's party . . . party I wish to thank my many friends for their requests for this column during its absence of four 'er five months . . .

You are urged to patronize the following merchants whose advertisements in this issue of the *Consolidator* make its publication possible:

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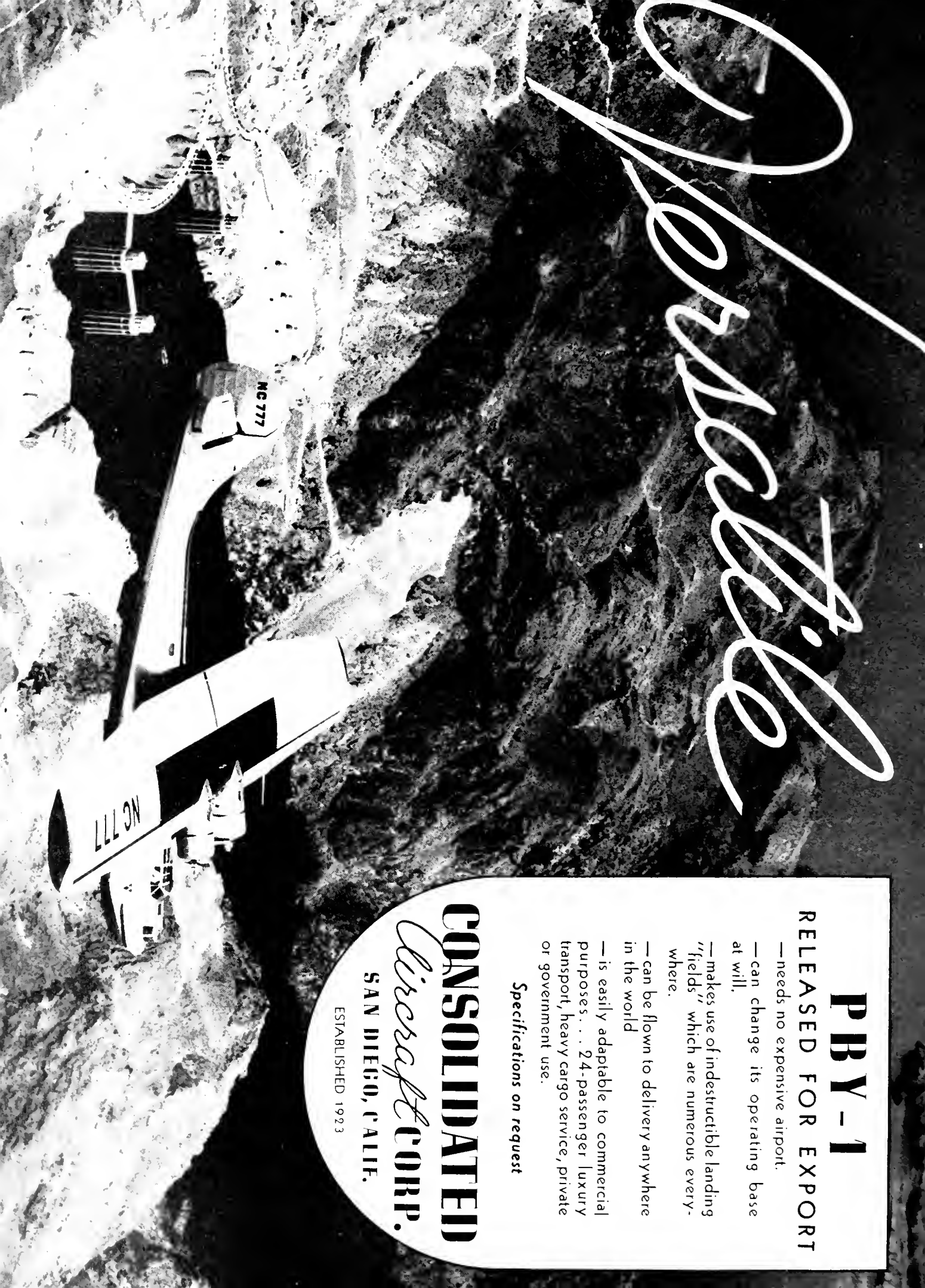
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## CONSOLIDATED

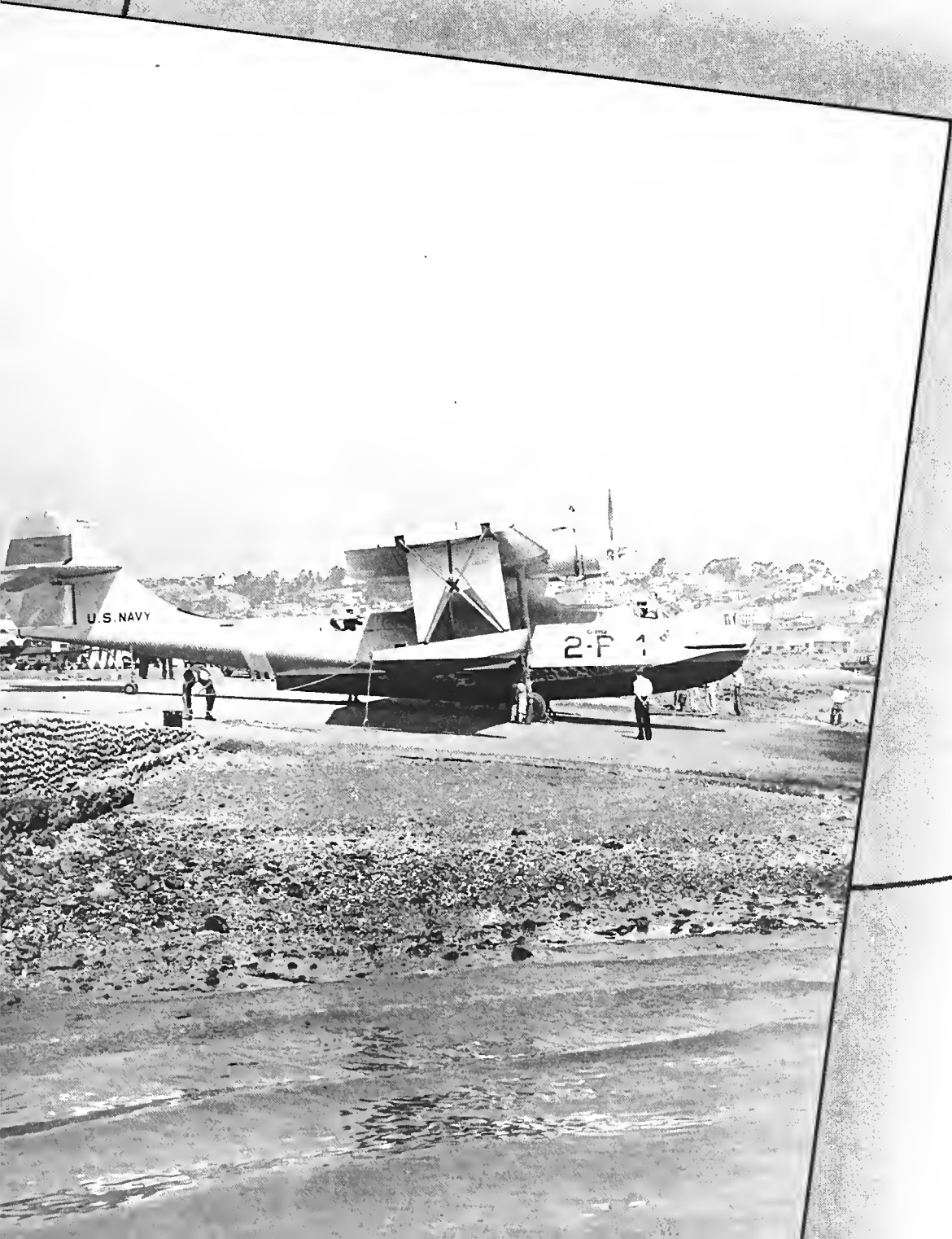
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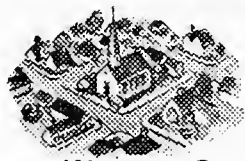
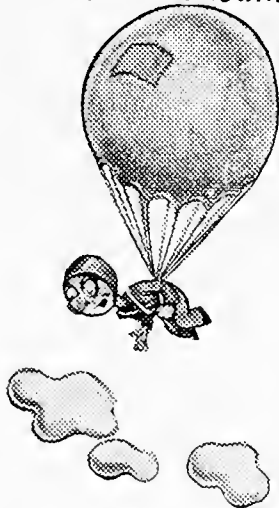
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# CONSOLIDATOR

Volume 2

November, 1937

Number 11

## World-Wide Coverage

Is what most newspaper readers want; through the various Press Associations; but what we want here at *Consolidated* is plant-wide coverage so that our magazine may become of increasing interest to every employee reading it, and also to his or her family and friends. But in order to do this, it is highly essential that the contributions be diversified; we need articles, some serious, some of lighter vein, humorous, interesting, odd, unusual, matter-of-fact, personal and impersonal; in other words a well chosen list of various ingredients which properly mixed, result in a well-balanced product; one which not only is palatable, but also creates a hankering for "MORE"—to quote Oliver Twist.

In order, however, to create this well-balanced masterpiece, it is just as essential that the contributors themselves be diversified; that their geographical location around the plant be not concentrated in one or a few locations. In other words, we have found, from experience, that talent abounds throughout our organization. The recent "Amateur Show" gave plenty of proof of that. Hence we want our magazine to be the product of the minds of not only one department, or a few departments, but of the entire plant, starting in at the southern wall of Experimental and going straight through, via stockroom, machine shop, tank, welding, etc., etc., until the contributions finally land in the Contributors' Box at the North gate—oh yes, you all in Personnel are also included, even though you are on the north side of that aforementioned box.

We have heard a lot of talk recently that the articles in the magazine were more or less cut and dried as to source, and that only certain few departments were "in the running." Nothing could be farther from the actual facts. True, certain departments have come through nobly in their contributions, and other departments have been conspicuous by their absence, but the latter condition is caused PURE and SIMPLE by the fact

that no one in the last mentioned bailiwicks has sent in any copy. Remember that when you take the magazine home, probably the greatest immediate interest to your family will be to see what have been the happenings to and doings of you and your associates in your own department. We want lots of items of that kind. Make them as interesting as possible. Put yourself in the other fellow's place and try to word your contributions so that they will be read with interest. Those departments not appearing in these columns have no one to blame but themselves. The remedy is astoundingly simple. **JUST SEND IN SOME GOOD COPY; WE WILL BE HAPPY TO PRINT IT.** You don't have to be a Horace Greely, an Ed Howe, or a Walter Winchell. Just do your level best and we will reciprocate. Incidentally, so as to make it easier for you to get your copy in, we have arranged that each foreman's clerk will help you dig out news items, coordinate them, and see that they get to their proper destination. Come on—let's make all cosmopolitan interests join in our own *Consolidator*.

S            K  
T            L  
O            A  
P            W  
              Y  
A            G  
J            O

**T**HESE two don't go so very well together, as you will note from the above railroad crossing sign. Coming right down to cases, here a few months ago, there was a lot of confusion and danger every morning and evening when we crossed Pacific Boulevard going to and from the plant. So the City placed traffic lights at the Sassafras Street crossing; they also painted pedestrian lanes, and in addition stationed a police officer whenever convenient, to see that the red and green mandates were enforced and lived up to. Woe be to the hapless motorist who thought the red light was just "for fun." Brother Todd and his colleagues took care of that in royal style, and we are very

appreciative of their efficiency. But now there is another side to it. What is sauce for the goose is duck-soup for the gander, and if the motorist must obey them thar lights, the pedestrian must also. In other words, to properly and impartially enforce the law, from now on, pedestrians who disregard either the traffic lanes or the light signals will get tickets the same as the motorists similarly negligent. A word to the wise is sufficient. Let's make the work as light as possible for our good friends on the police force. And, save ourselves the possibility of a fine. Nuf sed.

### THE COVER

Launching a *Consolidated* PBV at the Lindbergh Field Municipal ramp shortly after delivery to the United States Navy. This is one of 14 ships of the VP-2 Squadron which is scheduled to make a flight to Panama some time around the eighth of December under the command of Lieut. Commander B. E. Grow.

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## A Word To Our Employees

**A**PPROXIMATELY six and a half months ago *Consolidated* bid on a Navy schedule calling for a number of PBY-4's up to 64.

We had just completed our initial conferences with the authorized representatives of Aircraft Lodge 1125, and had listened for three days to the opinions of these gentlemen as to what would be the prevailing price of labor, skilled and unskilled, during the period when we would be performing the work, if a contract was awarded us by the Navy.

We knew that we had contracts for more than one hundred flying boats ahead, and that the price was fixed and could not be raised legally to meet a large labor and material increase.

We also knew from fourteen years' experience in meeting unintelligent competition in bids for government aircraft, how hard it was to get such orders.

We could not afford to accept losing business, for we had to survive. We could not fairly ask our crew to contract with us for two years ahead as to their labor, for no one could tell whether or not the cost of living might not even double during the two years involved.

So we were in a quandary. We wanted the business, were in the best shape of any firm to furnish the equipment, but we couldn't afford to take a chance on "going busted" by taking a fixed price contract at what might prove too low a price, especially in the face of firm statements from the bargaining committee that the average price of labor during the period involved would be between one dollar and one and a half dollars per hour.

# ... The President's Column

Better, we figured, to forego the business and close the plant if necessary for lack of work, than to take a chance on being forced to liquidate a company that we had striven for fourteen years to build, for the contract would be a firm commitment for two years ahead.

So we finally decided to bid a fixed price that would permit us to pay labor an average of 90c per hour, and to offer the Government a 10% reduction in this price if it would assume any forward labor and material increases on the work involved, and an additional 10% reduction if it would further assume such increases on all its other work in our plant, for we had been also informed that receipt of any new government order would be considered by our crew as warranting an immediate further increase in labor rates and had agreed in our contract with Lodge 1125 to consider a further 10% general wage raise in June if conditions warranted.

In my column in the May issue, I said,

"In our recent bid for PBY-4's we listened patiently to your representatives and asked them what was in their hearts and their minds. Ascertaining, we bid accordingly and hope that our Navy will find us low enough. If we don't get the PBY-4 business, a substantial reduction in force will be necessary."

This was the picture six months ago; the Navy has allowed all bids to expire without award, and though we worked harder for this business than we have ever worked in our lives, we could not get it.

We have just bid again in competition with the industry. Two competitors offered bids on designs of their own—this time no other firm bid on our design.

Frankly, we reduced our price materially, because if we did not, we figured we would kill our chances for an award, and would very soon have to taper off our crew again, for already most of the work is done on PBY-2's and we are well along on PBY-3's in many departments. In the Experimental Shop the work will last only this month unless additional work is received, and these men who are among our best, must be discharged or transferred to the main factory.

These are frank statements, men, and are due you by the management. They are in no way intended to discourage you and your organized efforts to increase wages, lower hours and improve working conditions.

But you will pardon my inviting your sober attention to the facts as I see them.

We have reduced the work week to forty hours and are trying hard to live up to that by avoiding overtime in order to spread work and enable us to keep in our employ hundreds of men who have been trained in their jobs, and who would have to be discharged if we labored long hours, as we did when endeavoring to carry out our delivery promises to the Navy and were hard pressed to get experienced help.

I can hardly believe you want a shorter week than forty hours. When we cut to it, we endeavored to meet you about half way toward the same pay envelope you had been receiving for the longer period—and give you your Saturdays off.

Of course there's another big reason why we must avoid overtime. It costs us half again as much as straight time, and we did not figure that in, when we obtained our business at a fixed price that cannot be increased to allow for it. Nor did we contemplate overtime in our present bid. This proviso of time and a half for overtime was put in the law to force employers to distribute work to men who would be unemployed if a selected crew had long hours. The law is working as intended.

Regarding working conditions—they are much better in general here than in almost any plant I know of. But here and there improvements are possible and we are making them where we feel the expense is justified and we can afford it.

Now as to wages—they are averaging 22% higher than a year ago, and have more than followed the increased cost of living in that period. This is as it should be, because men are becoming better trained and more experienced. Some plants are attempting to hold down their average wage rate by discharging some of their most experienced employees as their wages get high enough to be burdensome and as younger men are trained. This is not the practice here, has never been and we trust it will never be, for expert mechanics are the most desirable employees a company like ours can have. There is always pride in a foreman's attitude when he displays a difficult mechanical job that has been done most excellently by an expert in his employ.

Men, I hope sincerely that we get the job we bid on. And while our bid is such that it does not allow us to consider a general wage increase if we get it, we will be enabled by additional work to



keep our crew employed and to continue to grant individual increases upon merit, we hope as and when such are justified. We need added efficiency wherever possible, that will permit lower prices, which in turn will increase the possibility of sales, which in turn will enable us to pay better wages.

About the future in this country, generally—I cannot say what it is. But the recent radical drops in stock, bond, and commodity prices make it prudent policy to play close to your belts. I would avoid expenditures and commitments that are unnecessary, for the immediate future, at least until the horizon of uncertainty is a little less clouded by world turmoil and unrest. We have not yet licked the Depression and recklessness might bring a return that is too terrible to contemplate.

Yours, faithfully,  
R. H. FLEET.

## Bowling

The *Consolidated* Bowling Leagues, after a few adjustments, have settled down to the winter schedule. Due to the fact that some of the teams dropped out it was necessary to discontinue the third league, however, the remaining teams in that division have found berths in the other leagues. The Sunshine Bowling Alleys will be the site of the forthcoming battles and the teams will roll on Tuesday and Friday nights.

CONSOLIDATED LEAGUE No. 1 Tuesday Nights	CONSOLIDATED LEAGUE No. 2 Friday Nights
1. Spars	1. Hull
2. Office	2. Cutting
3. Machine Shop	3. Bulkheads
4. Engineering	4. Metal Bench
5. Welding	5. Tail
6. Production	6. Inspection
7. Tank	7. Stock Room
8. Experimental	8. Wing
9. Drawbench	9. Cowling
10. Leadmen	10. Sheet Metal

Dick Emerick reports that the *Consolidated* Eagles Soft Ball Team finished the 1937 season without going in the red. He states that while they didn't make a lot of money, they all had a good time and managed to give good accounts for themselves in their games.

He: Will you go to lunch with me?

She: Well, yes and no . . .

He: What do you mean, "Yes and no?"

She: Yes, and no foolin.

Judge: But why did you get drunk in the first place?

Prisoner: Wasn't in the first place—was the third place, Judge.

## Stork Tidings

Bouncing Elsa Heckman, born on the 28th of October, is indeed to be pitied. Most children have plenty of spankings during their childhood, but Elsa's father, none other than our noise-loving chief bumper, Emil, has had plenty of experience in "bumping" and so will make her take plenty of "hard knocks" during her early years.

Member of audience (to person in adjoining seat who is vigorously clapping): "You seem to enjoy the music."

Clapper: "Well, as a matter of fact, I don't know very much about music; but I'm a great applauder."—Ottawa Citizen.

## Consair Male Chorus

Take Heed, ye lads with the melodious throats. The chorus has changed its time and place of rehearsing. We have been wanting to find a place where we can rehearse from 7:30 to 9:00 p. m. on either Monday or Wednesday evenings. If you are interested contact any member of the chorus or inquire at the Personnel Office as to where we are located. As the *Consolidator* comes off the press we will be in our new quarters. Watch the bulletin board. So come out as we are now rehearsing the music for Christmas. We'll be looking for you.

W. H. Stutzke, 278,  
Director.

San Diego California  
October 4, 1937

Major R. H. Fleet, President  
Consolidated Aircraft Corporation  
San Diego, California

Dear Major Fleet:-

I am writing you these few lines in appreciation of the excellent service rendered me and my party by Mr. Richard Archbold's flying boat, the "Guba", built by you and used by me in the recent search for the missing Russian transpolar expedition.

During our search, we covered over 19,000 miles of intensive flying, under the most adverse weather conditions, flying over rough and uncharted terrain, and, for the most part, heavily loaded with fuel, supplies, and equipment. At times, the boat was loaded to a gross weight approximating 31,000 pounds but nevertheless took off with utmost ease, frequently from bodies of fresh water where takeoff is more difficult than from salt water.

Although the propellers were equipped with deicers, the wings and tail surfaces were not, and frequently we flew through sleet-like storms causing considerable accumulation of ice on the surfaces. We did not encounter any difficulty in flying or control, in spite of the above condition nor did we have any trouble with ice formation on the ailerons or between ailerons and wings.

In addition, every component of the entire airplane functioned exceptionally well at all times. No part of the airplane showed any signs of failure or fatigue.

It is my privilege to congratulate you and your associates, and all those who had a part in the fabrication of this magnificent airplane, in no uncertain terms. Without it, we could not have even attempted our difficult task.

Kindest regards,

Sincerely yours,



Sir Hubert Wilkins

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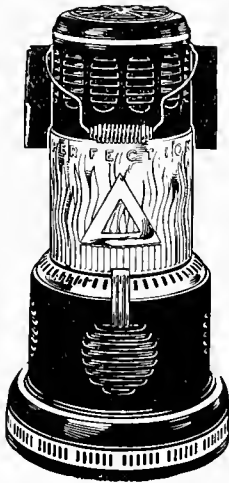
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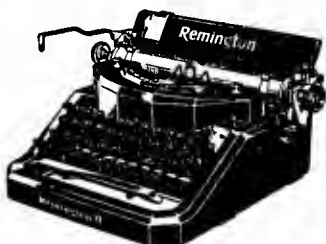


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By Bert Freakley

## Tube Bending



substances are used for this purpose. Rosin, sand, "Bend-Alloy," etc. The last mentioned agent is an alloy with a low melting point and resembles solder, or lead in appearance.

Packing a large size tube with rosin or sand is a long, tedious job. Why, you could be packing sand into a tube for half an hour sometimes, before it was ready to bend. Rosin was worse than sand. To begin with, it had to be melted. This made it hot and mean to handle and the danger of igniting had to be considered. Often a worker would be burned quite badly at this job.

The tubes having been cut and fittings adjusted on them, the nice matter of fitting them in the ship was tackled. A pull here, a rebend here and there, a few clips added, and brass screws to hold it in place, on the sides of the wooden hulls, or engine mount bed, both of which were made of wood in those days, and the job was presented for inspection.

SOME twenty years ago the bending of tubes for airplanes was considered a difficult accomplishment. It was much of a trick to twist up the complicated maze of tubes required for the inside of a plane.

Copper and steel tubing were used. Today we use very little if any, copper tubing. Aluminum, and aluminum alloy tubing have taken the place of copper and steel throughout an airplane.

In the old days, cutting a tube, silver soldering the old style fittings on each end, and having it come out the right length, was most important. This was the first operation. Then came annealing and bending. Ships of those days had a lot of room to fit tubing in. The ships themselves were not larger, but there was more clear space available. They were not cluttered up with so many instruments as modern conditions require. Every object added to the internal arrangement of an airplane presents an added problem to the tube bender. It's just something more to get the tube around. A tube bent over a nail keg, or over one's knee, was satisfactory for old conditions in many cases. Conditions of today make the tube bender's task more difficult.

It is obvious that a tube with the hollow portion left unfilled will flatten out at the point of bend. In other words, unless we supply some substance to the inside of a tube to simulate somewhat the conditions of a solid bar, the bending will result in a kink or a flat place. Different

Tube bending, or forming, as it is sometimes called, has changed and developed with changing conditions in the aircraft industry. Aluminum and aluminum alloy soft tubing are used on all gasoline and oil lines. A half hard tubing is used for all electrical conduits. Tubes must be perfect in every respect, as to quality of material used, wall thickness, bends, correct lengths, and general workmanship, on first ship of each order, before final inspection. When this approval is secured, the O.K. to make up entire balance is given out.

A year or so from now, spare orders may come in to us for any one of the many tubes we make. With the system we have perfected today, we can duplicate any tube we ever made to a hair's breadth. So positive are we that we can duplicate a part, and our system works with such well-nigh infallible precision, that we know that the ship itself must be out of line, if a tube fails to fit where it should fit.

Before forming or bending any tube, it is inspected by the man who will shape and do the work on that tube. He looks it over for deep scratches, pin holes, poor seams, thin material, etc., all or any of which will show up if he should miss or overlook them. The tube is now cut to its right length, which includes about one inch over in some cases, to hold tube while bending.

Hardwood and rubber plugs, with a

very slight taper, fitting tube snugly, are put in one end. It is now ready to fill with hot water of 160° F. This brings the tube up to the same heat as the filler used for bending. The filler most commonly used now is called "Bend Alloy" and it is composed of bismuth, lead, tin, and cadmium, melting at the same temperature. The tube, being now filled with "Bend Alloy", we can notice that it comes out again through the hard, close grain of the plug, which is about 1½" long. If you find it difficult to grasp this statement I shall be glad to show you just what I mean any day after four o'clock, by a practical demonstration.

Now, at this stage of the process, if there are any pin holes, no matter how minute, they will be revealed by the "Bend Alloy." Sometimes a tube has passed all the most rigid inspection which the Navy and Company inspectors can subject it to, and the "Bend Alloy" will come out through a hole finer than frog hair. If the defect has metal burnished in and over it, "Bend Alloy" will heave the metal out of the defect, and expose the pin holes.

Should no defect be exposed, we lower the tube slowly into cold water, starting at the plug, and of course, leaving it immersed for a few minutes while we check other tubes to be used the same way.

Now we'll just suppose that *inside* of this first tube left cooling, there was a defect about the middle of the piece,— the piece being about six or seven feet long and one inch outside diameter by .049 aluminum alloy, 52 SO. At the defect the wall thickness was only about five thousandths or so; but to look at it on the outside it would of course appear perfect before filling. "Bend Alloy" has

not only raised a wart at that point, but cracked it open as well. If the tubing has weak seam, it will split open in the same manner. "Bend Alloy" accomplishes this result by its peculiar property of slight expansion, sufficient to reveal any defect, but not enough to injure the tube. When it is considered that fuel and oil lines must function with 100% efficiency at all times and under all conditions, it will be realized why such super-caution is exercised in order to have it absolutely perfect. Nothing short of perfection in tubing is tolerated for an instant. Brave and valuable lives depend upon the excellence of those tubes. One has but to recall the recent achievements of our long distance flying boats to be convinced that our gasoline and oil lines have held up under the severest possible tests. Each tube worked on in Tube Bending Department is subjected to four separate and distinct inspections before being released. This reduces the danger of passing faulty workmanship or material to the vanishing point.

Electrical conduit tubes are bent with steel mandrels, no "Bend Alloy" being used. These are not as important as fuel lines. In fact, we drill holes in conduit tubes to let out the moisture at all low points along the tubes throughout the ship.

Regardless of the time-saving and safety factors, I would hate to return to the days of sand and rosin fillers. What with our latest type hand bending machines, steel bending blocks, with standard radii for every size tube we use, and steel mandrels to fit each one we are relieved, to a large extent of dependence on the more troublesome sand and rosin methods. "Bend Alloy" has spoiled me for the old methods. The many changes constantly taking place in the aircraft industry leave one constant, unalterable factor, which never changes, and that is the requirement of absolute 100% perfection in all oil and fuel lines.

We are asked quite often if it is as easy to take the bends out of tubes as it is to put in, and we answer "Yes." Tube bending is an interesting department of the aircraft industry and the questions which are asked about it seem unending, but we are glad to enlighten any one on any possible point of our activity. Just call after four o'clock, and I shall be pleased to clear up any reasonable perplexity.

"Is McPherson in?"

"Aye, but he's very busy; he's sharpening the phonograph needle for the party tonight."



-TU-BE OR NO TU-BE- THAT WAS THE QUESTION-

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**IN MEMORIAM**

By David J. Ames



**A**LLEXANDER WILLIAM McLEAN, Age 21, affectionately known to all his friends at *Consolidated* as "Al" died October 22 from injuries received when the automobile which he was driving collided with another car on October 14 in this city.

"Al," who had been an employee of *Consolidated* for the past six months was snatched from our midst almost in the very beginning of his spectacular amateur and professional boxing career and as he was about to go forward to greater heights in the aircraft industry with *Consolidated*.

"Al," had made two grand starts in his career before he joined *Consolidated*. Both were in the boxing field. In the amateur boxing show he had few equals on the Pacific coast in the welterweight class. His room, which is decorated with loving cups, trophies, certificates, pictures and write-ups substantiates the fact that "Al" took on all-comers from Portland to San Ysidro and remained on top. With our local San Diego Club as his sponsor and the able boxing coach Joe Narvez as his trainer "Al" made many enviable head lines in the sport pages. He held the Pacific Coast championship title. He was a member of the A.A.U. and the San Diego Club. As a professional fighter his accomplishments were on this same high order.

In the early part of this year "Al" joined *Consolidated*. He was one of the most popular members of the tool crib department. He was very active in promoting social and sport events. His keen sense of loyalty to the company's ideals, his unquestioned honesty, his grand generosity and his sincerity of purpose made "Al" a real asset to *Consolidated* and a dynamic personality that will not soon fade from our memories.

As a true christian gentleman, when "Al" wanted the warming influence of Friendship in his own life, he sent some sunshine, some service, some Friendship into the lives of others, and it is not wrong to say that as his Friendship brightened other lives, he stood in the sunshine, too.

His parents, Mr. and Mrs. Edward A. McLean of 1026 Second Ave., National City, California, his brother Donnell, his sisters Inez, Rita and Mrs. Charlotte Nemeth survive him. To them, we of *Consolidated Aircraft Corporation* send our sincere condolence. And "Al"—we'll miss you and God bless you.

**Out Of The Rough**

By O. M. Bagey

**N**EAR San Diego stands a low rambling structure, set well back from the road amid trees and bushes that conceal it from the casual observer. As the fog rolled in one evening recently small groups of men could have been seen approaching this house from various directions and vanishing through the little side door. One might well have wondered why so many men would meet at night at so well-concealed a spot and for what purpose.

Lest we draw fire from the Chamber of Commerce, we make haste to state that it was not really foggy, as it is well known that fogs as well as storms do not occur in San Diego County, especially in October. Yet such a tale as we have to tell could not occur on any other kind of a night, so we compromised by rolling in a bit of fog. For these men were met to eat, drink and make merry as a prelude to no less an occasion than that of the barter and sale of human beings. For the record let it be stated that in this, the fifth year of the New Deal, your correspondent sat in a dim corner of a large room in this house and watched men put up on the auction block for sale to the highest bidder.

Let it not be thought that vast sums changed hands at this auction because no less than our Chief Engineer, Mr. Laddon, was "sold down the river" for \$20.00, which, one must admit, is not a lot of money for a Chief Engineer. However, the auction was for a Calcutta Pool on the sixteen qualifiers for the President's cup at the San Diego Country Club and the purchase of Mr. Laddon in this golf tournament "pool" was effected by our genial Vice-President, Head of Purchasing, etc., Mr. Leigh. Mr. Laddon played some very nice golf, going to the finals where he lost by one hole. It is



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and Red Cross Roll Call**

THE 1938 CAMPAIGN

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*W. J. Williams* General  
Business & Industrial Division.

rumored that Mr. Leigh might have made some real money on his purchase if certain and sundry lads hadn't "muscle" in on the deal. Roy Miller, of the Structures Group qualified in the "Cripple's" Flight in this same tournament and went to the finals where he acquired some sort of a silver dish as "runner up."

October appears to have been the month, as Mr. Hemphill (Tommy to you) won a Club Tournament at the La Jolla Country Club and also a "Cash In" putter. Congratulations to Tommy on his great golf but your "Scribe" can't see how any one could really putt with such a funny looking club.

Lest it be thought that all the golfers work in the Engineering Department, we hasten to record the fact that Kenneth Barnes of the Accounting Department shot a hole in one Saturday on the 18th at La Mesa Country Club. Having played that course your correspondent thinks it's a real feat to land your tee shot on that green and regards a hole in one as a miracle at least. Maybe it was just a darn good shot. Before we leave golf in particular and turn to golf in general, we believe Jim Kelley, our well known factory superintendent, who frequents the hills and hollows, especially the hollows, of La Jolla with his trusty niblic, deserves honorable mention for his golfing achievements. To date we understand he claims several "birds," two gopher snakes and a bob-cat.

We just can't forget that funny looking putter Tommy won, maybe it's a side hill putter for those La Jolla greens, which reminds us that "Pop" Rhodes of the Pattern Shop not only makes funny looking

golf clubs but also very good ones and knows how to use them, as is evidenced by his having been champion of the Deland, Florida, Golf Club. He still breaks 80 so don't let that "Pop" thing fool you into betting too much on yourself if you play him.

One hears a great deal about the glorious climate of San Diego, the beautiful weather and eternal sunshine, (to be sure it gets foggy sometimes, but not in our part of town), but little is written about the wonderful opportunity afforded here for golf the year around. San Diego offers the golfer a diversity of golf courses. There is the Presidio Course for the short hitters, Rancho Santa Fe for the long hitters, Balboa Park for the straight hitters and Emerald Hills, La Mesa, La Jolla, Coronado and Chula Vista for the rest of us. Which reminds me that I have read a lot of articles on how to play golf but as yet I haven't seen one on why one should. It is granted that golf in the East is somewhat nicer while it lasts, but the seasons are short and winter is always just around the corner. After two years of golf in San Diego we have not as yet been forced to go out for the weekly round of golf equipped with woolen underwear, several sweaters, a wind-break and a bottle. So, let the fairways be thin, because all the year there is grass on the greens and a sun in the sky and your correspondent just naturally must cast his vote for San Diego.

It does seem, moreover, with the large number of golfers we have in *Consolidated* that there should be more activity amongst us than that involved in filling up the

(Continued on page 24)

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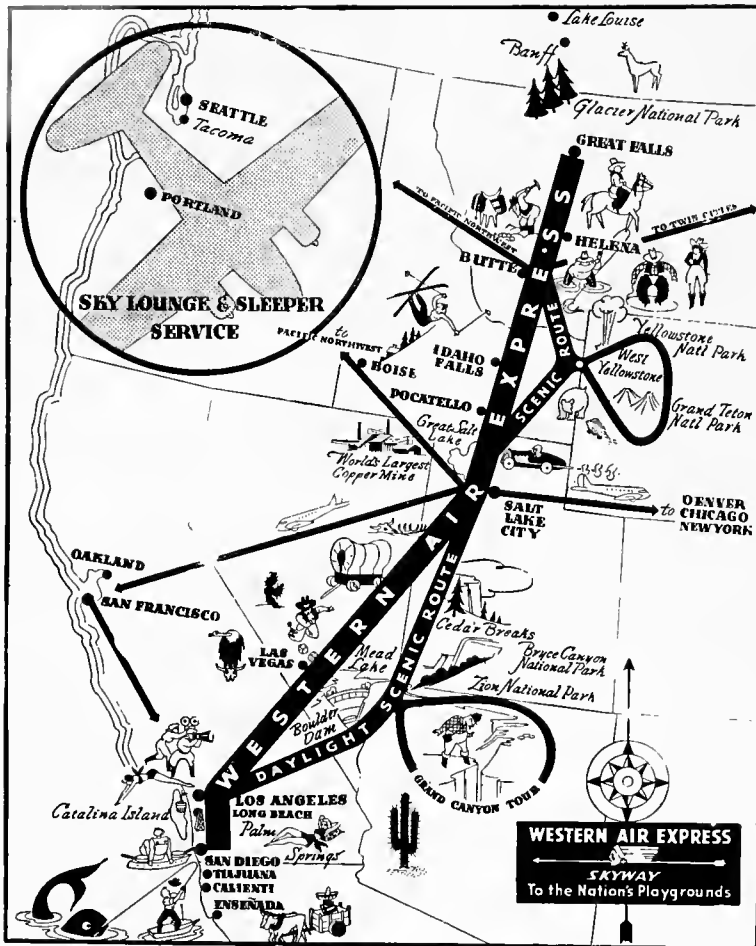
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# WESTERN AIR EXPRESS

By James M. Keefe . . . District Traffic Manager, San Diego

**E**ARLY in 1925 Luther K. Bell later general manager of the Aeronautical Chamber of Commerce, but then an official of the Post Office Department visited Southern California. After conferring with a group of bankers, he discovered that Southern California business men were quite "sold" on the advantages of air mail—all they needed was an air line. His visit had the effect, however, of inciting them to action in an effort to create an air line and a competent man to operate it.

At this time the operation of airplanes on a regular schedule over uncharted airways was considered extremely hazardous from both an operations and a financial standpoint and this made the selection of a manager exceedingly difficult. None had experience in this new means of transportation. Finally Harris, "Pop" Hanshue, then distributor for an automobile manufacturer and one time automobile race driver, well-known in Southern California,

agreed to take the job. With Hanshue's acceptance of the position, sufficient capital was raised in the summer of 1925 to launch the air line and in 1925, Western Air Express received its first contract to transport mail from Los Angeles to Salt Lake City.

At the outset, Western Air officials decided there would be no great investment in planes or airport buildings. It was thought wise to determine first what the income would be. Pilots and operating crew were selected with great care and these men were required to acquaint themselves with the 653-mile route between Los Angeles and Salt Lake City in several automobile trips. Inasmuch as the commercial airplane market had been little developed, the securing of suitable planes was another obstacle. However, "Pop" Hanshue went into a huddle with officials of an airplane manufacturing company and had them re-design some of their bi-

planes to Western Air Express Specifications. This completed preliminary operations and shortly afterward the first flight of air mail between Los Angeles and Salt Lake City was a matter of history.

On April 17, 1926, Jimmy James, now vice-president of the company, left Salt Lake City for Los Angeles and Maurice Graham flew the first ship from Los Angeles to Salt Lake City. Not only did the first planes complete the flights as scheduled, but they arrived at their destinations ahead of time.

At this time, the government had not yet established emergency landing fields and the hundred other aids enjoyed by present commercial operators. For fields in case of forced landings, the first pilots had huge pieces of canvas staked out on comparatively level ground. There was no radio communication, of course and a cloud might mean anything. At this pioneering stage of the game the airline had four pilots, five airplanes and about ten other employees. In spite of this to the surprise of all concerned it was discovered that within two months the company was making money—the first company in history to make a financial success of air transportation.

One month after the inauguration of air-mail service between Los Angeles and Salt Lake City, Hanshue conceived the idea that passengers could be carried in the air-mail planes. Accordingly, special seats were built in the biplanes and two passengers were carried when the mail load permitted. This was begun May 23, 1926. It constituted the first carrying of passengers in the United States over a regularly scheduled air way between two designated points.

The airlines heralded its first program of expansion in December, 1927, when various indications convinced officials of Western Air Express that air transportation had lost its pin feathers and was ready to become a real factor in big business. In May, 1929, the Company opened its deluxe service between Los Angeles and San Francisco when it started operating tri-motored planes used to accommodate 12 passengers, 2 pilots and 1000 pounds of cargo. Shortly after this the Company started to establish a weather reporting service along the Pacific Coast airway in order to demonstrate the necessity and value of a permanent arrangement of this character. It was hoped this service would eventually be established on all of the Nation's airways. It was an immediate success as the weather reports were communicated by telephone and radio to trained meteorologists employed by the air

line. Shortly afterward, after painstaking surveys of the territory between Los Angeles and Kansas City, passenger service was inaugurated between these two cities.

In 1928, the Government constructed beacon lights between Los Angeles and Salt Lake City, believing that route, a natural and pioneer transportation outlet, would always be important. The lighting was completed in May, 1929, and the company was awarded a round trip at night between Los Angeles and Salt Lake. This provided a faster air-mail schedule and the public responded in greater use of air mail than ever before.

In the summer of 1929, Western Air Express began the installation of two-way radio telephone communication between its airplanes and the ground and between the planes themselves. It was the first application of radio to air line operations on such a scale and it proved a complete success. Operation efficiency increased as high as 35 per cent in three months' time. Meteorological dissemination was found to be highly efficient over the voice radio and ground stations were in contact with pilots every few minutes.

After the installation of two-way radio communication, further research developed among other things a radio direction finder, an instrument which automatically pointed out the route between radio transmitting stations. This was successfully demonstrated by the Company and later adopted by the Army.

Expansion of WAE at this time had reached a point where its planes were flying 7200 miles daily. In ground covered and population served this was comparable to any of the large railroad systems of the country. In 1931 the lines transported 31,000 passengers which was about 25 per cent of the total of air passengers carried in the United States. Its planes were flying 16,500 miles daily and its routes extended from Los Angeles in the shape of a wheel, with spokes denoting the six air routes.

Meantime research work had not stopped. Weather was an important factor in the efficient and safe operation of air lines. It was noticed that available weather information seemed inadequate. Forecasts were too general in nature. The airplane needed short-period forecasts. After four years of research a young Cal-Tech meteorologist developed a new scientific weather analysis theory based on physical laws. He had classified air masses frequenting this continent. It was found that definite reactions, which could be forecast in advance, took place when these air masses came in contact with one another. Best of

all, his forecasts gave a third dimension, a vertical cross-section of the atmosphere, to weather forecasting, and merely through a different interpolation of weather bureau information, Krick was able to draw his weather maps. Krick became meteorologist for Western Air Express and applied his theory practically to the operations of this air line. Work was carried on in secrecy until June, 1933, when sufficient data was available to convince air line operators and others interested that the air mass analysis system was infinitely better than the methods then in existence.

Western Air Express records for the year showed that the analysis was 96.1 per cent efficient in forecasts, while the formerly used methods were only 65 per cent correct. Now, practically all air lines are using all or portions of this method for determining weather conditions en route and are thus enabled to maintain a year around 95 per cent efficiency, without cancellation of schedules.

In 1934, Alvin P. Adams was selected as president of the company. Under the aggressive leadership of Mr. Adams and C. N. (Jimmy) James, vice-president in charge of operations, many important improvements in flying equipment and in flying facilities have been made. The company have terminals at Salt Lake City, Los Angeles and San Diego.

Now another milestone in its colorful history was passed last August when Western Air Express acquired National Parks Airways and inaugurated one of the nation's most interesting air transportation systems operating from the Canadian border to Mexico. The enlarged system covers now 1,258 miles and connects seven of the nation's leading national parks and will make it possible for the American and foreign tourist to take advantage of this country's outstanding scenery within the period of a normal vacation time, or even between trips enroute from coast to coast. Such points as Yellowstone Park, Grand Canyon, Glacier National Park, Boulder Dam, and many others are attractions which every American should see and which foreigners rarely ever have an opportunity to visit because of the time element heretofore involved.

Alvin P. Adams heads the new organization and C. N. James has been appointed Vice-President in Charge of Operations; and Thomas Wolfe, Vice-President in Charge of Traffic and Advertising. The merger brings together two of the nation's pioneer routes, Western Air Express now being the oldest existing airline in the United States and National Parks was

(Continued on page 16)

## HULL CHATTER

By Hep

"Mike" Brooks did not succeed in omitting the cigars when he got married; are we going to let Walter Buble get away with it? Have you no "intestinal fortitude" fellows?

"Buddy" Martin recently became the father of a fine baby girl. Boy! Do I like cigars!

Al Butzin found a swell new trout stream. He caught two dandy seven-inch trout. "Did you have any trouble landing them, Al?"

Ray Coykendall has recently taken up sewing as a side line. For further information see "Dutch" Klien.

If anyone wishes to know where "the man on the flying trapeze" learned his stuff, see George Wire.

Glenn Hotchkiss dressed as a baby and carrying a milk bottle with a nipple on it was quite "the life of the party" at a certain Halloween party.

Howard Bell boasts the addition of one in his family, a baby girl, last month. "It's against the law to boast, Howard, unless a cigar accompanies the boast."

Russell "Casonova" Kern sure is popular with the girls. Nine out of every ten phone calls for him are the fairer sex.

Chuck Haddock recently complained that his drill motor had been giving him shocks now and then. They refused to fix it for him, however, because they claimed that the shocks were the only means of keeping him awake.

H. Lajoie, P. McArron and A. Pearia all took the fatal plunge last month. I guess I'm the only single man left in the Hull Department.

At a certain Halloween party at Suncrest, Walter Beyer took first prize for the men. (For what, I don't know.) Mrs. Norman Wire took first prize for the ladies.

The leadmen of the Hull Department must all bear charmed lives. That trip down from Suncrest is no cinch even in the day time. Boy! I'd hate to try it at night after a Halloween party. If you get what I mean.

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# FEMME NEWS



PEOPLE shout: "Why don't you continue to write the "Femme News?" Why? Just because the "Femmes" insist upon keeping their activities to themselves. I'm sure their evenings, Saturdays and Sundays are not spent in "resting" but how am I to know unless I turn into a "Walter Winchell" and eavesdrop at the keyhole.

Three of our popular gals spent last week-end at the Hollywood Plaza, took in the "Spots" of good old Hollywood but the only news we can get from them is "We had a grand time, gardenias in Hollywood are \$1.00 each and blue with velvet trim is the latest in Femme Nighties."

Jean Henley entertained at bridge on November 1st. A fine spaghetti dinner at 6:30 put all in a "full mood" and the card sharks proceeded to take the tricks. Ann Howard seemed to have had an unusual appetite for a tiny gal and while the evening was still young, a goodly portion of baking soda had been consumed. Irma Robbins and Clara Sachs took home the money. Everyone enjoyed themselves and Jean can make spaghetti sauce.

We were sorry to have Margaret Coykendall leave *Consolidated*. The dejected look on Grace Koenig's face these days is probably due to the loss of her side-kick and pal of the Planning Department. Margaret has taken up the new (to her) career of housekeeping and has deserted her fellow-workers to concentrate on her work at home. Better polish up the silverware, Margaret, we'll be over to try out your cooking. Lots of luck. We hope you will not forget us.

Catherine Phipps is deep in the throes of hard work and we hope that she will be rewarded for her very brave self-confidence. It seems that Miss Phipps has wagered with several of her *Consolidated* chums that she can finish a complete knitted suit by the first of January. Those who really know their knitting around

these parts say it can't be done, so several of the girls at *Consolidated* decided to take up Catherine's bet of one dollar each. Go to it, Catherine, even though the odds are against you but, in the meantime, save your money.

Rumor has it that the girls in the Purchasing Office have adopted a Uniform. Is it because more men visit the Purchasing each day? Better ask the girls who wear them.

There is another Christmas Party for the girls this year. It will be held December 18th, at the U. S. Grant Hotel. Any suggestions are most welcome. Remember the grand time we all had last year—let's make this party a greater success.

Remember, no news, no "Femme Column," so just jot down bright sayings and social successes, for the next *Consolidator*.

## One Of Our Simple Problems

By Al F. Davis

"Design a plane": the head men say,  
It must be built in such a way  
That the dumbest mug can fly hands off  
Make the hardest landing still feel soft,  
Make up for brains that the pilot lacks  
Make the seats lean forward and still lean back.  
Supply and demand will be the thing,  
Forget the span of chord and wing,  
The spar must be just six feet long,  
For scraps of spruce cost but a song.  
The fuselage can be tied with string,  
Or by a similar method hung to the wing.  
It must be safe and in the main,  
Be able to withstand a hurricane.

It must be fast and not land hot  
(What a helluva job the designers got),  
Fast and light and comfortable too,  
With a cruising range to Timbuctoo,  
Of course this is no common hack,  
For it must carry the load of a ten-ton Mack.  
It must climb straight up and land straight down,  
But the pilot must scarcely feel the ground,  
Yes, flaps and brakes and retracting gear,  
Hell's bells! They must think the millennium's here  
And one last word the head men say,  
"It's gotta be finished by yesterday."  
On second thought there's one thing more  
They'll have to sell at the ten-cent store.

—New York Times.

YOUR  
CREDIT  
is good  
here



Use Our  
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on Auto and  
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GOODYEAR  
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AL KOSTER'S many friends join the Editors of *Consolidator* in welcoming him home, and we speak for all when we say "Nice to see you again, Al."

Mr. Koster has just returned from Honolulu where he was stationed at the U. S. Fleet Air Base, Pearl Harbor for a period of approximately eight and one-half months representing *Consolidator's* interests with the two squadrons of PBY-1 airplanes which were flown to Hawaii January 29th and April 13th, respectively, of this year. Koster accompanied the first flight, made by VP-6 in 12 PBY-1's, together with Bill Wheatley, Chief Test Pilot, in that memorable long distance mass hop.

VP-11 completed the second record-breaking flight in the next twelve PBY-1's which were delivered to VP-8 at Pearl Harbor.

With twenty-four PBY-1's under his "wing," Al shouldered the responsibility of straightening out to the best of his ability the many questions and minor difficulties which confronted the operating squadrons—VP-8 personnel having to learn from "scratch" since the planes were ferried over by VP-11. Let it be mentioned here that handling the position of service representative for two squadrons requires the combined faculties of an expert mechanic, able diplomat, and patient listener, which duties Al seems to have survived quite well.

According to Al, operating conditions in and around the island are favorable, except for the bumpy air encountered overhead at all times—so rough that the pilots

have to take over control from the automatic pilots. This uncomfortable situation arises from the nature of the terrain on the islands, which ranges from deep valleys and level plains to mountains of 2500 feet altitude. The take-off area at Pearl Harbor is well protected, however at advance bases such as French Frigate Shoals, the PBY-1's were called upon to prove their ability to take-off under heavily loaded conditions in restricted areas of limited distances (We were glad to hear Al state that all planes performed admirably on such occasions to the great satisfaction and relief of operating personnel.)

Koster was impressed by the efficiency with which squadron personnel adapted themselves to the PBY type flying boat, which favorable impression was gathered from actual flights made with pilots and crews during their training.

Honolulu has the "climate California brags about," confided Al. "There is no time when it is not raining on some part of the island," but before we could inject a remark to the effect that "it never rains in California," Koster went on to explain that when it rains it pours for a while then the sun shines again. Since rain is the island's only source of fresh water, residents hardly object to the deluges. "The water at the beaches around the island is always comfortable," Al remarked, "but the beachers are slightly over-rated."

Due to the fine record maintained by Koster during his services at Pearl Harbor and his excellent background, he was chosen to cooperate with the Navy Trial Board at North Island in connection with the Service Acceptance Trials of the first PBY-3 airplane.

*Consair* male chorus meets the first, third and fourth Wednesdays and the second Thursday of each month, from 7:30 to 9:00 p. m. at the Golden Hill playground, Twenty-sixth and A Streets.

Conductor: "Madame, that child is over five years old and he will have to pay full fare."

Lady: "But I've only been married four years."

Conductor: "Never mind the true confessions, all I want is the money."

First Drunk (at bar to other drunk who is weeping): "What ya crying for?"

Second Drunk: "When I was born, I only weighed a pound and a half."

First Drunk: "Did ya live?"

Second Drunk: "Yes—you ought to see me now." No. 221.



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AFTER a bumpy air ferry trip from Manhattan, we were glad to board the waiting "Paris Limited" slowly rising and falling alongside its mooring dock at LaGuardia Airbase in Jamaica Bay. In a few minutes the giant flying boat, leaving punctually at 6:30 each evening, would glide out into the twilight and after a fleeting glimpse of Broadway's "Bright Lights," lose itself in the darkness over the Atlantic. Last year, 1942, had been profitably spent by the N.T.A.A. (Northern Trans-Atlantic Airlines) in replacing their obsolete planes with the present spacious "last word" in passenger comfort. These six-engined 70-passenger airboats have sleeping accommodations far superior to the so-called up-to-date Pullman streamlined trains of a relatively few years ago. As we followed our porter through the dimly-lighted corridor to Stateroom 17, the placards on the other compartments indicated that their occupants had retired early and that our boat was again taking off with a full passenger-list.

It is strange how one's memory harks back over the years by the observation of some everyday sight. Those signs hanging on each stateroom door, an everyday occurrence in this year 1943, turned my thoughts back to 1937 when a door placard reading "Quiet Please, Passengers

have Retired" on the first Trans-Atlantic passenger flying boats, would have been laughed at. And rightfully so, for sleeping tonight while cruising at 260 miles an hour at a noise level of 60 decibels is quite different from the lumbering clip-pers of 1937 with their tintinnabulations at 150 miles an hour.

So much for the fleeting peep into the crystal ball of the future, but what can such a vision mean to us today? The author believes that ultimate passenger comfort can be obtained by emphasis on and reduction of one thing—the *Decibel*. With soundproofing in its infancy and with passenger comfort on the upgrade, it may be wise for us to study this newcomer, the *Decibel*, a while and see how it affects our daily lives.

It may not be out-of-place for the author to remark on some of the auricular (hearing to you) features of the human ear. Human beings are able to hear over a frequency range of from about 16 to almost 20,000 cycles per second. In other words, our ears can tune themselves almost instantaneously to wave lengths varying from 70 ft. to approximately  $\frac{1}{2}$  inch, and to amplitudes varying in a ratio of 1:1,000,000,000,000. The amount of energy necessary to produce an audible sensation is extremely small. It would re-

# "QUIET"

By H. R. JACKSON

*Editor's Note:*—This semi-technical article is presented as a finders. If this type of article does not suit your reading, the majority will be followed. Are you interested in reading, "Light," "Heat and Ventilation," etc. Future aircraft will

quire 15 million persons speaking simultaneously to produce the equivalent of a single horsepower of acoustical energy..

To understand the technical side of sound and its measurements a few paragraphs of rather dry reading will be necessary before getting into the more interesting test results of local sound effects. To spare the reader who wishes only light reading in his *Consolidator* articles, the following "elementary sound theory," included within the dark marginal lines, may be overlooked.

A decibel (db.) is the unit of sound pressure commonly used in this country. It is a tenth part of a "bel," a unit of telephonic energy named in honor of Alexander Graham Bell. The decibel, while a pressure unit, is much used in the field of sound measurement because it agrees quite well with the way in which the human ear estimates loudness. On the average, one decibel represents about the smallest change of loudness at 1000 cycles per second, which the ear can detect.

Inasmuch as the sound intensity level is the number of decibels above a reference level or "threshold," the definition of such a zero base is extremely important. The Society of Acoustical Engineers of America has adopted a zero level equal to  $1 \times 10^{-16}$  watts per square centimeter, or .207 millibars of sound pressure at 1000 cycles per second. One of the frequently used sound scales (used by Sperry engineers) bases its zero at 1 millibar sound pressure ( $24.4 \times 10^{-16}$  watts per square cm.). All sound levels recorded in this article are based on the  $1 \times 10^{-16}$  watts/sq. cm. zero. Thus a 90 decibel level of this article is equivalent to 76 db. on the Sperry 1 millibar scale.

The decibel unit enables the observer to measure the same kind of changes which the ear recognizes, even though the numerical values do not correspond to the sensation. A 60-watt lamp does not look twice as bright as a 30-watt bulb and a temperature of 80° F. does not feel twice as warm as a temperature of 40° F. Neither is 60 db. twice as loud as 30 db.

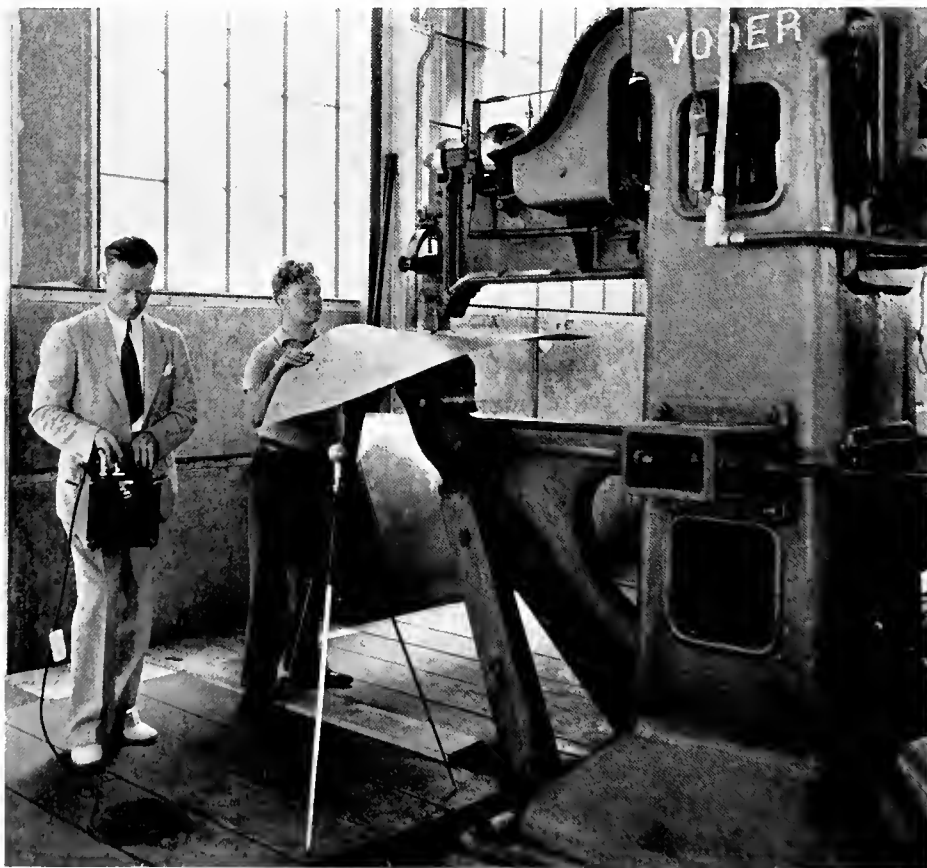


Figure 1. Bumping House Noise Analysis Using Portable Microphone.

# PLEASE"

## Test Engineer

to cover various phases of the engineering field for the case tell the Editor. This is *your magazine* and the wishes of al technical articles on this or similar subjects, such as te special features from each of these great fields.

The loudness of a noise appears to the ear to increase arithmetically and the sound energy increases by logarithmic progression. Loudness is measured from ten to one hundred units while sound energy increases from ten to ten billion units. Between sounds of 10 and 20 db. above the threshold of hearing there is a pressure intensity difference of 90, while the difference between sounds of 90 and 100 db. is 9 billion units of energy.

If two sounds of equal pressure level are added, the sum is 3 db. greater than one of them, no matter what the initial levels may be. The addition of any two sound levels can never give a result more than 3 db. above the larger of the two. There must be approximately a 25% change in intensity of a noise source before the ear even recognizes it. It is necessary to reduce the sound energy approximately ten times to decrease the apparent loudness of a noise by one-half.

The physiological sensation of loudness depends not only on intensity, but also on the frequency (expressed in cycles per second) of the sound. At any given frequency, the more intense the sound, the louder it appears. Most of the sound energy in any noise which affects the ear to an appreciable degree is within the range from approximately 60 up to about 8000 cycles per second. The normal ear, however, does not respond equally to all frequencies within this range, being much more sensitive in the region around 2000 and 3000 cycles and progressively insensitive at higher and lower frequencies. The normal speech of a man lies in the 200-800 cycle range. A sound may be 60 times more intense on the physical scale at a frequency of 100 cycles than one at 1000 cycles and still appear to the ear no louder. For example, take a sound which has an intensity level of 50 db. above a  $1 \times 10^{-16}$  watts/sq. cm. threshold. That is a fairly comfortable level, such as a temperature of 70° F. If the frequency is 1000 cycles, the sound will be very apparent, but if the frequency is 60 cycles, it will be barely

audible and, at 30 cycles, it would not be audible at all. It is therefore important to use a frequency analyzer or filter in conjunction with the sound level meter for diagnosing a noise problem.

Just a word as to sound measuring equipment. Many of the shop men have undoubtedly seen the writer wandering apparently aimlessly around the plant during noon hours with a small black box. No, this instrument is not a short wave receiver, as some thought, but an up-to-date noise level meter. Figure 1 shows this instrument with the remote pick-up microphone mounted on a tripod near the bumper. Emil Heckman, when playing in solo, can raise a hubbub to the intensity of 110 db. in forming those graceful curves in our flying boat fairings, but when he and George Turner decide to play a duet on the two bumping machines, the meter soared to 128 db., just 2 db. below the meter's upper limit.

For more portability, the meter may have the microphone mounted on the case as shown in Figure 8. Here the writer is checking up on Gil Barnikel ("Barnie" to most of the boys). He, with that robust No. 3 rivet hammer, made that wing center-section hum at 96 db., but when his pal on the other side of the wing added his rivet hammer obbligato, the music (?) reached 100 db.

The noise meter mentioned above is not an absolute necessity for determining the approximate loudness of a given sound although it is acknowledgedly very desirable for such work. Figure 2 is an interesting record of everyday sound levels compiled by the Messrs. Bassett & Zand of the Sperry Gyroscope Company with an ordinary tuning fork, such as the music teacher used to produce to pitch the Male Chorus at middle "C" (512 cycles). For more musical details, see Bill Stutzke of

(Continued on page 14)

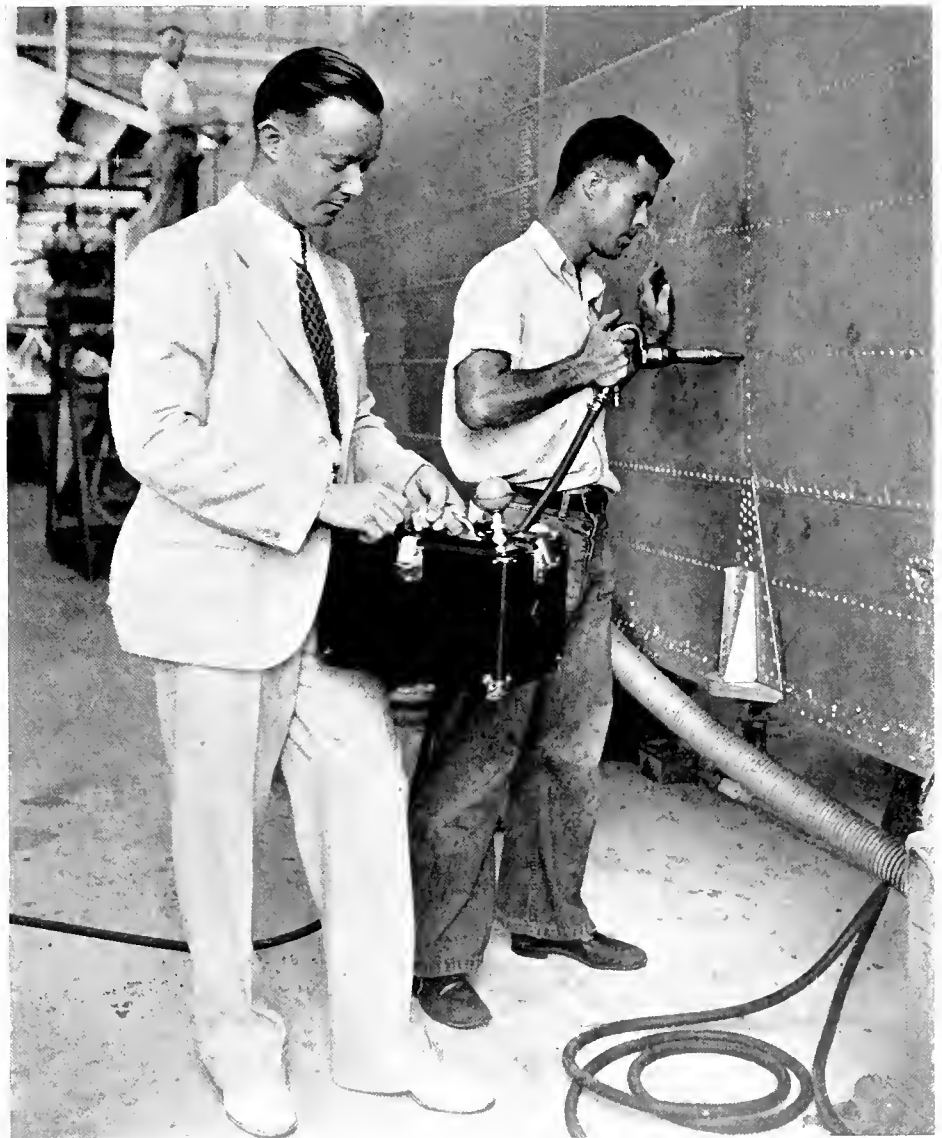


Figure 8. Noise Analysis of Wing Riveting Operations.

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**"QUIET PLEASE"**

(Continued from page 13)

the Engineering Department. This simple method of measuring sound intensity is based on the masking effect of one sound against another. A calibrated tuning fork and a watch (Tom Galvin's Ingersoll might do?) are the only instruments necessary. The observer strikes the tuning fork with a constant force and brings the fork in front of his ear. From that instant he observes the time lapse until the noise of the fork is masked (that is, "drowned out") by the noise to be measured. For example, suppose the fork held near the ear makes a noise of 90 db. and from its calibration it is known that it decays (decreases in amplitude) at the rate of 1.5 db. per second. Then if the fork remains audible only 20 seconds it will follow that the noise at this frequency is approximately  $90 - (1.5 \times 20) = 60$  db.

Figure 3 shows the variation in 24 hours of the noise level on three typical San Diego streets. The reader's residence can probably be illustrated on one of the three curves with little error. It is interesting to note that 4 a. m., sometimes called the zero-hour, is the low level of daily sounds and it is therefore to be carefully avoided by the late-in-returning husband who expects to creep into his quiet home without his wife's knowledge.

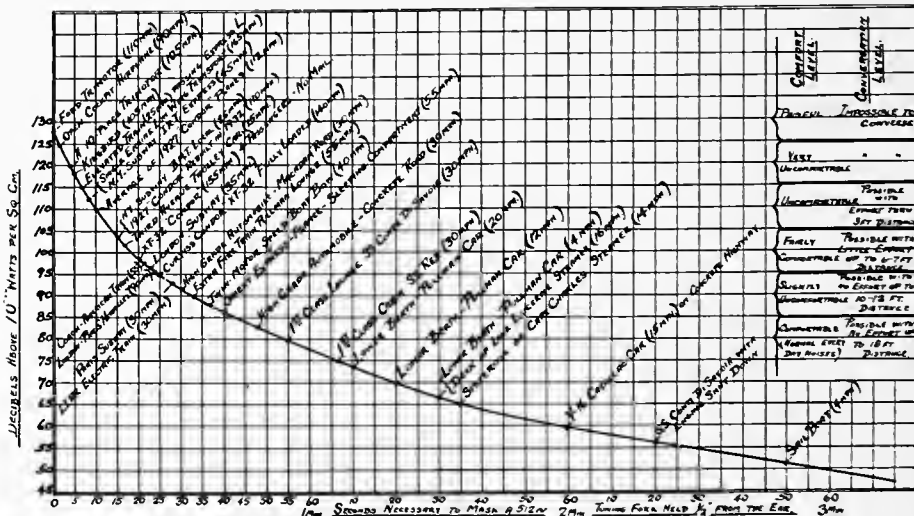
Figure 4 illustrates the sound level in the major frequency-bands of a San Diego business thoroughfare and a residential drive averaged over the twelve hours of a typical business day. The roar of Niagara Falls, measured on the Cave of the Winds platform at the foot of the American Falls by Dr. E. E. Free, is also shown on

Figure 4. Dr. Free made a noise survey of Buffalo, N. Y., for the Buffalo Evening News, as some of the old *Consolidated* men will remember, and published curves similar to Figures 3 and 4 of typical Buffalo streets.

Figures 5 and 6 give a residential district sound level analysis for 4½ minute intervals. By careful study of these curves several interesting facts are revealed: first, that only the louder noises (such as an auto passing) are usually impressed on the listener and that such faint sounds as a passing dog's footfalls, the rattling of dishes, and the buzzing of insects are overlooked; second, that from the sound level curve the original action can often be visualized, such as the final push on the lawn mowers in Figure 6; and finally, that the average sound level of the writer's home adjacent to which these records were taken, varied only 3 decibels (32 db. at 7:30 a. m. to 35 db. at 2 p. m.) during the periods checked. These records were made on the sidewalk, 20 feet from the street curb, on Argos Drive in Talmadge Park.

Figure 7 illustrates the noise level to be expected in modern automobiles. In fact, modern cars should be quieter than the writer's 1934 Buick coach. Those of the *Consolidated* men who habitually drive at 60 to 70 miles per hour (when the rear-vision mirror is free of motorcycle "cops") will have to guess at the noise levels of their "speed-wagons."

So that there will be no rivalry between shop departments as to the most vociferous, the following average and maximum noise levels were recorded on a typical shop day shortly after 1 o'clock. At the South Gate



NOISE LEVELS IN TRANSPORTATION FACILITIES.  
 COMPILED BY P.R. BASSETT & S.J. ZAND, 1933

FIGURE 2.

(during lunch half-hour)—62 and 92 db., Final Assembly—76 and 80 db., Machine Shop—82 and 90 db., Punch Press Dept.—86 and 92 db., Sheet Metal—98 and 108 (at band saws),—86 and 90 (at sheet shears), Tool Room—82 and 88, Auditing Machine Room—70 and 76, Tank Dept.—80 and 96, Draw Bench Dept.—84 and 90, Tail Surface Dept.—86 and 104 (made by pneumatic riveter), Wing Assembly Dept.—88 and 100, In yard outside Wing Dept.—80 and 86, Bumping Dept.—110 and 128, Yard adjacent to Bumping Dept.—92 and 96, Paint Shop—82 and 86, Test Laboratories (no noise tests in progress)—56 and 65, In Final Assembly yard—54 and 70, at the writer's desk in Engineering Dept.—55 and 65 db. (including no snores).

A comparison of the above sound levels in industry with the average levels in residential districts, as recorded in Figures 3 to 6 inclusive, must not be considered a characteristic peculiar to the *Consolidated Aircraft* working conditions, for any other large aircraft manufacturing company duplicates these noise levels. It is not until rubber rivets are used in airplanes and "mufflers" are used on air hoses, band saws, drop hammers, and bumping machines, that industrial noise levels will be appreciably lowered.

There are three good examples of the benefit of soundproofing in our shop. The most noticeable, of course, are the telephone booths with the "Swiss-cheese" interiors. In these booths an outside 92 db.

noise level is reduced to 82 db. at the phone mouthpiece, thereby making telephone conversation a pleasure. Another practical illustration of simple sound-proofing is the noise-trap built on the Navy office corridor. The average noise level on the shop side of this booth was 80 db. In the booth this noise was cut to 66 db., and in the Navy office corridor it averaged 53 db. This 80 to 53 db. reduction is equivalent to a decreasing of the

$$27$$

sound energy by  $\frac{1}{3}$  = 9 times as described

$$3$$

in the early part of this article.

The sound-insulated Production Engineering room represents an average noise level decrease from 82 db. in the Tool Room to 62 db. just inside the closed door. At the other end of this room the average sound level was 44 db. at 12:45 p. m.

*Consolidated*, although holding its own for sound levels in San Diego, is not the only noisy spot. As an old street car crossed Fifth Avenue at Broadway, the meter needle wavered around 94 db. Any busy street corner with street car traffic will have peaks reaching 90 db.

The most quiet public place found during the business day was one of the exhibit rooms in the Balboa Art Gallery with an average of 38 db. at 3:30 p. m. The Public Library lobby was a close second with its 46 db. average.

The most silent place was recorded at 9 p. m. in the writer's home in Talmadge (Continued on page 20)

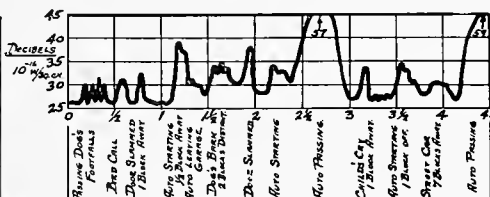
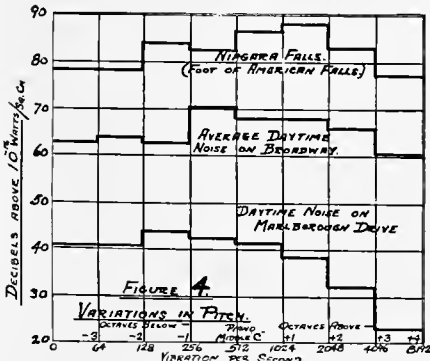
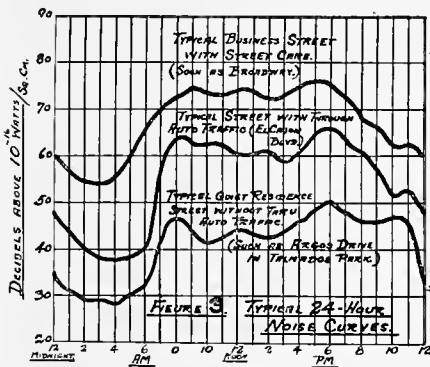


FIG. 5. RESIDENCE DISTRICT 7:30 PM SOUND RECORD

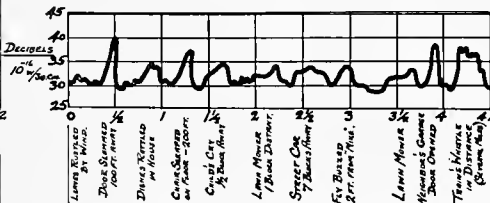


FIG. 6. RESIDENCE DISTRICT 2:00 PM SOUND RECORD

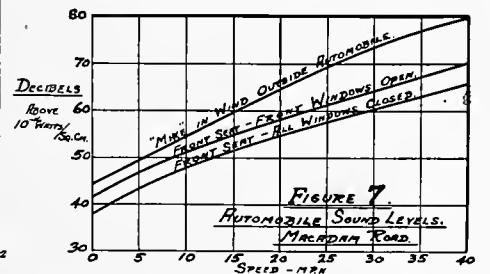


FIGURE 7.

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# MOUNTAIN NEWS

A very interesting climb was made November seventh, up Toro Peak of the Santa Rosa group. From this peak, 8,705 feet, a splendid view of the Colorado desert from Salton Sea to Palm Springs was obtained. The goats consisted of Bud Buffet, Joe Williamson, Frank Williamson and Kern. The first frost storm of the season gave the trees a beautiful appearance above the 7,000 foot level.

November twentieth the Club will split into two parties for moonlight hikes up the two highest peaks in southern California. One group will tackle San Geronio (old greyback) led by Bert Rowan and the other group San Jacinto led by Russ Kern. Anyone interested contact either group leader at once.

## WESTERN AIR EXPRESS

(Continued from page 9)

started just two years afterwards. The merger now makes possible the culmination of the final link between the longest air route in the World. With but an hour's flight time north of Great Falls, Western Air connects with the Canadian Airlines now operating to White Horse, Alaska, where again connections are made with Pan-American to Buenos Aires making a continuous operation from Alaska to the southern portion of South America, tapping entirely new territory and establishing new trade routes. Aviation builders vision extension of the line down the Asiatic Coast to China, thus clipping 2,500 miles off the route from America to China.

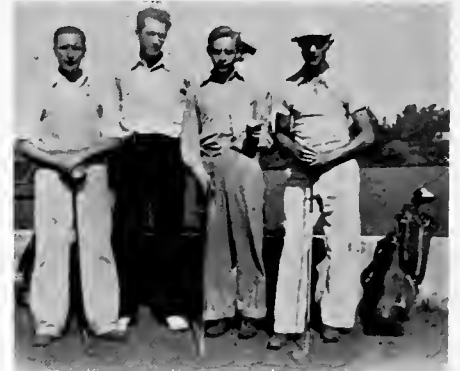
This expansion by Western Air Express is of particular interest to *Consolidated Aircraft Corporation* and San Diegans in that Western Air gives the most frequent service to San Diego and ties this city into the entire national network with a 50 minute run to Los Angeles.

Judge: "You admit that you drove over this man with a loaded truck. Well, what have you to say in defense?"

Defendant: "I didn't know it was loaded."—Harvard Lampoon.

Mother: "Do you know what happens to little boys who tell lies?"

Johnny: "Yes, mother; they travel for half-fare."—Neal O'Hara in N. Y. Post.



Left to right: Scotty Doig, Mel Doerr, Tommy Johnson, Ham Molleur.

*Consolidated* can well be proud of having among its employees a fellow who is really up and coming in the golf circles. Little Tommy Johnson of the Hull Dept. has already carved a reputation as a tough competitor in any man's golf game. The Emerald Hills course has been well worked over by Tommy and his score cards read from 66 to 69. At La Mesa he registers a consistent 71 and 72 and Balboa seldom runs over a 74.

The secret ambition of every golfer was realized by Tommy on Saturday, October 30th, when he scored a hole in one at the Municipal course. Using a No. 2 iron on the 17th hole he got off a beautiful drive and as the ball came upon the green took a slight curve and sank for an ace—a distance of 195 yards. Playing in the foursome were three other employees of *Consolidated*, "Scotty" Doig, "Ham" Molleur of the Hull Dept. and Mel Doerr of the Tubebending Department.

## The San Diego Flying Club

The following members were elected last month as officers in the San Diego Flying club for the ensuing year:

Mr. Albert Griffith, (re-elected) President.

Mr. Orville Hubbard, Vice-President.

Mr. Clarence E. Birch, Secretary.

Mr. John H. Baker, (re-elected) Treasurer.

The club soon expects delivery of its third ship when membership quota is complete. It will be a cabin, side by side, wheel control Taylor-Young.

D. R. Kern.

## Tail Spins

A giraffe needs a long neck because his head is so far from his body.

It is never too late for a woman to keep an appointment.

Automobiles are now regarded as necessities and children as luxuries.

An old maid is a gal who hasn't had *mush* experience.

Many a little home that used to be a love nest is now an arena.

People who have an hour to spare usually spend it with someone who hasn't.

What new automobiles need is chatter-proof glass behind the driver's seat.

A flea is lucky, all he has to do to get his back scratched is to bite a dog.

Once a girl's heart is broken she spends the rest of her life distributing the pieces.

The difference between wrestling and modern dancing is that in wrestling some holds are barred.

When a man tells a girl that she's the queen of his heart she usually wants to know where the crown jewels are.

Did you ever hear about the man who was so old he went to musical comedies just for the music?

It is a grander thing to be nobly remembered than to be nobly born.

A tree surgeon is the only person who can graft—honestly.

When a woman calls her husband "handsome" it means "hand some over!"

James Harvey Roberts (4402)



An Aberdonian went to Australia. When he returned three years later he found his three brothers, all with beards, at the railway station.

"What's the big idea?" he asked.

"Ye ken quite well ye took the razor awa' wi' ye," was the reply—The Watchman-Examiner.

## Celebrate

*Capitalize! Capture CONSOLIDATOR'S Corking Camera Contest—Can Catch Complimentary Cinema Coupons Certainly!*

Are you a camera fan? Or do you just take snaps of the gang or the kids or your dog? Whatever you are and do, this will interest you—*Consolidator* announces a camera contest. This will be a monthly feature until otherwise noted. The prizes will be tickets to the Spreckels Theatre. The judge will be Mr. C. A. Phair, Manager of the Eastman Kodak Store in San Diego. You don't have to be an expert photographer—or possess an artistic sense of doing things—just get out with that ole camera and git goin'. The rules are as follows:

Contestant must be an employee of *Consolidated Aircraft Corporation*.

Contestant must have taken picture himself.

Must specify whether or not he developed it himself, either permissible.

Give information as to type of camera used.

State exposure, etc.

Pictures to be 4-inches by 5-inches or 5-inches by 7-inches or larger.

The entries for the December contest must be in the *Consolidator* office by 4:30 November 29.

The subject for the December contest is as follows: Summer recreation pictures—fishing, beaches, swimming, games, parties,—anything that pertains to summer.

The winning pictures will be printed in the December *Consolidator* and the subject for the January Contest will be announced at that time. So for the fun of it all—start taking a whole lot of pictures.

### PERFECTION

The young couple sat at a night club table and cooed heavily.

"We could get married easily," whispered the boy. "My father's a minister."

"Okay," returned the girl promptly. "Let's try it. My father's a lawyer."—Mark Hellinger in New York Mirror.

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**Struts and Putts**

By Ted Laven

**R**ONNIE LeMON, Stringer, is wearing a much wider smile these days. We wonder if a certain "gal" from Minneapolis, to whom he was married recently, has got anything to do with it.

Morton "Red" Nickells was a very "interesting" spectator at the power boat races held recently in Mission Bay.

Joe "Original" Jones, former prep football star is one of the latest additions to the *Consolidated* Family, welcome.

We wonder what a certain girl named Betty was doing on a certain week-end when Dennie Chavis was having his tonsils out.

Harold Keswick made a very fast trip to Yuma a few weeks ago. To this day we still do not know whether he did or did not.

The boys in the plant are extremely happy now. You see, since Mickey Burleigh has returned to the *Consolidator* staff they have time to review some jokes they have not heard in years.

It will not be long until Steve Powell has to turn his roller skates in on a pair of the ice variety. It is an even money bet that he can turn corners faster on the rollers.

One of the boys in the Wing Department gave this as a definition of winter—"Winter is the time of year that Herb Ezard is never seen without his hat and coat."

Blair Burkhardt has been keeping steady company with a girl who is the ex-president of the most popular sorority on the State College campus. What does a fellow need besides a new car, Blair?

Don "Pretty Boy" Garrett and Charles "Honey" Fornes are proud members of the Hoover Evening High Drama Department. It should not be very difficult for one to duplicate the act which they put on.

Gordon Seely must have a secret longing for San Diego's beautiful canyons. At least he plays more golf down in them than he does up on the fairways.

Times are tough for "Baldy" Hershey

and "Whitey" Glines. They are looking for someone to share a bottle of pop with them at lunch time. If anyone would like to be the third party in this "pop" deal, please get in touch with either one immediately.

The boys of the Wing Department are all "ears" when Frank "Carideo" Heide-man starts telling of his football prowess when he attended the University of Illinois. If Frank had entered school one year later he would have played with that football immortal, Red Grange.

A great many *Consolidated* employees attended the annual State College Home-Coming. Most prominent was Bill Larson who was quite a student leader and athlete at the Black Mountain College.

Paul Julius says that he is willing to teach anyone the art of Bowling if there is enough in it for him. Tommy wants to know what your price is, Paul?

Why not a bowling league for some of the men who like to bowl but are not as good as the others?

This writer first suggested that we have an amateur show. That was five months ago and it was given at the beginning of the Community Chest drive. I now suggest that Bill Gilchrist form a committee and have a safety drive. The way our fellow-workers have been involved in accidents lately shows the need for it. Maybe some sort of award, the same that is made for bowling, etc., could be made to the Department with the best record.

If the author of the following poem, which was left on my bench, would make himself known, we shall be very happy to give him credit for it:

A yard of silk, a yard of lace;  
A wisp of tulle to give it grace;  
A flower placed where flowers go;  
The skirt knee high, the back waist low;  
One shoulder strap, no sign of sleeve,  
If she should cough—good morning Eve.

Caught on the fly—Frank Boyle wagering that he can sing 100 popular songs one after another. . . P. Penuelas trying to tell the gang what a great football player his "Aztec" brother is. . . Art "Toady" Duncan trying to grapple with Matt Barthel and getting . . . sat on . . . Bill

\*\*\*\*\*

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DELUXE SHOES**

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Lovejoy . . . and . . . Dave Johns . . . Doing the big . . . apple at the Collegiate . . . Club . . . Dick Biggs . . . bragging about his movie shots of the . . . U.S.C. . . . Ohio State game . . . Barney "Swiftly" Barnett . . . driving a new car . . . to work . . . "Baldy" Hershey window shopping . . . on a Friday evening . . . Dick Barrett taking a week-end to wash . . . and polish . . . his truck . . . Howard Cannon . . . attending a baby party . . . and feeling right at home . . . Dave Ames trying to show . . . Bill Gerding . . . how to "truck" . . . Sam Galasso . . . defeating . . . "Dutch" Klein in a . . . tennis match . . . Tom Johnson celebrating a San Diego High School football victory along with Kenny Hale.

#### WHAT'S THIS?

"Is he really as fast a runner as they say?"

"Is he fast? Say, he can run so fast that all the men he races with have to run twice as fast as he does to keep up with him."

Joe: "What's that book you're reading?"

Bob: "What Twenty Million Women Want."

Joe: "Let me see it—I want to see if they spelled my name right."

Mr. and Mrs. H. W. Hinckley announce the arrival of a daughter, Katherine Ann, congratulations.

Vic Atkinson, Inspector in the Wing Department, broke down and admitted the reason he was passing out cigars the night after Halloween was a new baby boy—weight 8½ pounds Halloween Special.

Carl Douse wants to know why rivet guns will not work with water pressure as well as air. "It's sometimes hard to tell an air hose from a water hose," says Carl.

### Notice

Alas! *Consolidated Aircraft* has lost one of its most ardent "Wreckers." Jerry Gerteis, who could knot up a stabilizer so that even the Inspection Department had to guess as to its identity, has decided to put the Los Angeles branch of the Department of Commerce on its feet. Here's hoping that Jerry doesn't forget his new checking position as a D. of C. stress analysis inspector and, thinking of "Consolidated days", apply a destruction load to a commercial plane.

Derest G. Stout and Mrs. Stout are announcing the birth of a baby gal at Mercy Hospital, Claudette Keeler. The proud papa is in the General Design Group of Engineering.

K. R. Jackman.

Ed.—Deeply regret this was not in last issue.

Another addition to the Stanley Greenleaf family was born at Mercy Hospital, a son, Howard Clayton. Stan is in the Inspection Department and this makes the third.

People are wondering whether or not Harry McEwan was up at Tujunga on October 15 after reading in the paper that a hunter had killed a burro when its owner was leading it out of Tujunga canyon with a buck on its back, said hunter mistook said burro for a deer.

To the Employees of *Consolidated*:

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated.

Mr. and Mrs. E. A. McLean  
and Family.

To Mr. and Mrs. Al Bennett, a 9½ lb. boy. Congratulations.

Bud Martin of Bulkheads became the father of a baby girl, seven and a half pounds. Congratulations Mr. and Mrs. Martin.  
Doug Basore.

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## "QUIET PLEASE"

(Continued from page 15)

Park with an average level of 25 db. The outside noise level was 32 db. When the crickets started to tune up, this outside average level jumped to 42 db.

The most interesting noise survey made by the writer was permitted by Mrs. Belle Benchley, Director of the San Diego Zoo. Here many hours were spent before animal cages or over snake boxes to record nature's sound level. The most famous exhibit at this Zoo proved to be one of the most quiet. The writer spent much time before the Martin Johnson exhibit of two mountain gorillas. "Ingagi" and "Mbongo," now 11 years old and weighing over 300 pounds each, raised the sound level from 44 db. to 72 db. by beating their chests at rare intervals. Meanwhile the gray gibbon, a monkey about one-tenth the size, roused the gardens with its 90 db. hoot. The latter raised the noise levels of the total gardens (¾ mile square) by 16 db. when vocalizing. The chimpanzees "Violet" and "Tim" gave blood-curdling screams at 90 db.

Of the bird exhibits, the following were the most flagrant "disturbers-of-the-peace" with the noise level increases indicated: Cockatoo—32 db., Macaw—50db., Golden Headed Conure—46 db., Guinea Hens—22 db., Gray Gulls—28 db., American Eagle—54 db. (at ten feet). The quiet, mourning dove recorded a 10 db. increase in noise level at 50 feet.

Another interesting noise survey was that of a new 3-foot Pacific rattlesnake.

This specimen, when disturbed in its box, jumped the room noise level from 27 to 76 db. There was no question of its intentions with all that noise.

The noise of the public viewing the Snake House averaged higher than the so-called "wild" animals, when shrieks raised the level from 38 to 72 db.

The writer hopes that the above rather general cross-section of everyday noises will make the reader more *Decibel* conscious and that the Twentieth Century will not be written into history as the "Age of Noise," as Mr. Zand has predicted, but rather as the "Quiet Machine Age."

The *Consolidated* Eagles Softball Team turned over \$9.06 to the Christmas basket fund after the season's expenses had been paid.

We understand that there is at *Consolidated* a man unique in that he holds what is purported to be the only "X" pilot's license in the U.S.A. If there are any others who can claim this distinction, we would like to hear from them. It seems that one of the qualifications for holding this type of license is the ability to make upside down landings in irrigation ditches.

### ODDITIES OF THE PLANT

Did you know that there were 13, no more, no less, steps up to Bert Bowling's office in Final Assembly?

—Mitchell.

She: I'll return everything you gave me! I'm through!

He: Begin with the kisses.

## Hull Department

By McEwens Boys—Nos. 5049 and 5397

Things we would like to know—why Pug the skin Mug doesn't buy a governor for that V-8 . . . take heed Gene Pasek . . . why H. McEwen was worried about the kind of Halloween mask to wear . . . why Bud Farnsworth needs a larger car . . . why Arizona air is bad on some of the gals at State . . . does Eddie think about that . . . when Secret is going to catch a fish . . . when Lloyd is going to frame the face in the porthole . . . and can't he stand up straight . . . when W. Williams is going to lose a model plane contest . . . why J. Le Clare is losing so much sleep it couldn't be that town across the Bay?

The riveters on the Hull bottoms were at loss for some time as to the reason for "Fibber McGee" O'Connor's strange behaviour when approached for a match.

The story is this: Fibber works week ends at a gas station just outside of Alpine and a couple of weeks ago at approximately 2 A.M. there came a loud knocking on the door of the nearby residence. Not only was the knocking of a resounding volume but became very insistent. O'Connor picturing some motorist in distress climbed out of his bed to lend assistance. On answering the door our Good Samaritan was greeted by a gentleman who was quite the worse for wear after an obvious battle with the bottle. When asked his trouble he replied that he was in dire need of a match.

We are sorry to say the gentleman did not get his match; however, Fibber assisted him down the road by the medium of several well aimed kicks and a few parting phrases.

Barber: "What's the matter? Ain't the razor takin' holt?"

Victim: "Yeah, it's taking holt all right, but it ain't lettin' go again."—U. of P. Punch Bowl.

"He said you were what?"

"Laconic."

"What does that mean?"

"Dunno. But I gave him one on the nose to be on the safe side."—Gazzettino Illustrato.

Never pick a quarrel even when it is ripe—The Commonwealth.

Competition is met outside but is beaten inside the workshop.—Enamelist.

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'PHONE F-2144

# Nowhere a Fairer Price

SAY YOU SAW IT IN THE CONSOLIDATOR



A surprise grocery shower was given October 12 for Jack Chambers, Jr., of the Finished Parts Stockroom and his bride, the former Janet Davis of Huntington Park, California, who were married October 9 at the San Juan Capistrano Mission.

The whole gang was there and their wives and a good time was had by all—winding up with the serving of delicious refreshments. Mrs. 872.

Russ Seelig says that if you want to know how to go from an Auburn Sedan to a Willys in six easy lessons ask Al.

“Frequent water drinking,” said the specialist, “will prevent you from becoming stiff in the joints.”

“Yes,” replied the man, “but some of the joints don’t serve water.”—4291.

**REMINDER**

Better check your automobile operator’s license for expiration date.

Mechanics Professor: “Name a great time-saver.”

Sophomore: “Love at first sight.—Boston Transcript.

It has recently come to our attention that the new sparkle in the eyes of Kenneth McLeod, *Consolidated* Shipping Inspector is directly attributed to his marriage on August 26 to Miss Elaine Kyle. Best wishes for continued happiness.

No. 749.

Ed: Regret that this wasn’t known sooner but they kept Little Eva in the dark about the whole thing.

My wife and I sincerely wish to thank all the fellows who helped to surprise us with a grand home-coming party. Your most practical gift was greatly appreciated and enjoyed.

Jack Chambers, No. 716.

Old Lady (to little boy standing on his head): “Don’t you know that if you do that, you’ll never get to be president?”

Little Boy: “That’s all right, lady, I’m a Republican.”—U. of P. Punch Bowl.

Do you know . . . .  
that you may “save with a  
Credit Account” at Jessop’s?

A Jessop’s Credit Account gives you constant opportunity to possess the finest obtainable in jewelry . . . watches . . . and silverware . . . and to pay for them by the week or month.

Jewelers                  Stationers                  Optometrists

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## Fly or learn to Fly

in a complete line of  
**Modern Planes**

Check up on our Instructors,  
Equipment, Prices and Location

2 Taylor Cubs . . \$4.00 per hr.  
1 Taylor Cub Seaplane 6.00 per hr.  
2 Low Wing Kinners 8.00 per hr.  
1 Fleet . . . . 8.00 per hr.  
1 Fairchild Cabin . 10.00 per hr.

### SPEED FLYING SERVICE

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Opposite Marine Base  
San Diego

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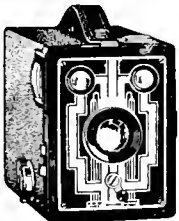
CORONA  
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**AMERICAN TYPEWRITER CO.**

934 Eighth Ave., San Diego  
M. 8161

For young or old—  
it's a **BROWNIE**



For youngsters making their first snaps, grown-ups who want their picture taking simple, a Brownie's the answer. They're priced from \$1 here.

**EASTMAN KODAK STORES**

INCORPORATED

419 Broadway



By Joe Maloney

Mr. and Mrs. Jess Brown entertained a small group Hallowe'en, at their home on 42nd Street. The musical program included several violin solos by Jess Brown, with Mrs. Carl Brown accompanying on the piano. Mr. Carl Brown offered a number of vocal selections, and the piano duets by Lloyd Bender and Jess Brown were highly enjoyed. While refreshments were being served, Mr. Herb Allison gave a very interesting talk on World Affairs of today.

The high spot of the evening was a juggling act by Jess Brown with the family pup in the role of "Jugglee." The act was a howling success. The howling being done by the pup when Jess dropped him on the floor.

Jake Deitzer and Miss Virginia Marlowe of San Diego were married at the Little Church of the Roses, Chula Vista, October 24th at two o'clock in the afternoon. A reception followed in the East Room of El Cortez Hotel. After a brief wedding journey to Los Angeles, Palm Springs, and other points of interest, the happy couple are now residing at 4033 Illinois Street.

Dan Miller, genial clerk of the Machine Shop is saving cigarette coupons for an over-night bag. George Friend wants to know since when Dan has been permitted to stay out overnight.

That woe-begone expression on Paul Gaughen's face is due to the fact that Mrs. Gaughen, Paul Junior, and Gerald are visiting Mrs. Gaughen's parents at Colton. They will return about Thanksgiving time. Then Paul will resume his usual happy smile.

The writer had a little chat with Bob Huggins on our recent visit to Los Angeles. Bob is looking fine and is enjoying his work at the U.S.C. He expressed a wish that some of the other fellows would call on him when in the big city. We'll be glad to give you his address.

King Miller, besides being all wrapped up in that bouncing young son of his, has two hobbies. One is the cultivation of rare Cactus plants. The other is the enjoyment of giant size "All Day Suckers." Go slow on the lollipops King, or you may lose your boyish figure.

Mrs. Ray Coykendall, better known to all of us as Margaret, resigned her position with *Consolidated* November first. So many compliments were given Margaret on her wonderful success as a cook on that recent hunting trip, that she decided to stay home and devote all her time to it. Poor Ray!!!

Bert Gimber and Lloyd Bender are aspiring to become the Golf Champs of Planning. Lloyd is also quite a bowler, and being a consistent chap, shoots a score of about one hundred and twenty-five in each game.

Bill Liddle reports that Planning's Bowling Team is rounding into shape nicely, and before long will be leading the League.

I've racked my brain, but all in vain,  
For things of which to write.  
I sure could use, some recent news,  
Or sayings that are trite.  
Some funny jokes, of our own folks,  
Or tales of Aviation.  
What I most need, Oh Yes, indeed,  
Is YOUR Co-operation.

So, don't be bashful about sending items for use in Production Minutes of the *Consolidator*.

• Mr. and Mrs. Albert H. Bennett, Jr., announce the arrival of Challen E. Bennett on October 17th, 1937. Weight 9 pounds.

• Ken Barnes won the La Mesa Country Club Golf championship on Sunday, October 31, 1937. Congratulations.

• If some of the bowlers could substitute their golf scores for their bowling scores, the bowling team might emerge from the cellar.

• J. Cazanova Felix provided the transportation (and part of the spending money by betting against Notre Dame) for Jane Dunn, who spent Halloween in company with several other "Consolidators" visiting some of Hollywood's gay spots. A former member of this department, upon arising from her seat in the "It Bar," found that her red velvet dress was vulcanized to the chair. She either was there for a long, long time or she generates a lot of BTU's in a very short time.

**Associated Glider Club**

The Associated Glider Club of Southern California comprised of the Torrey Pines Soaring Club, Western Flyers and the San Diego Flying Club is made up of employees of Consolidated, Ryan and Solar Aircraft corporations.

They are flying from a 20-acre plot of ground on the Torrey Pines Park Reserve and have an additional 40 acres to use if necessary.

They are planning on building a hangar and club house for use of the group.

At the present time they have 5 ships in flying condition and this number will be increased to 9 by Christmas. Two of the ships are two-place jobs and this affords an ideal medium for flight training.

The group meets at present at Woody Brown's home in La Jolla. Brown has placed in several events at the September Bakersfield Glider meet.

Conditions for gliding and soaring are ideal at the Torrey Pines field and all interested are invited to come out and observe the activities.

Wm. Stout, engineering, Dick Essary, tail or Steve Keskus of final assembly can arrange memberships for interested parties.

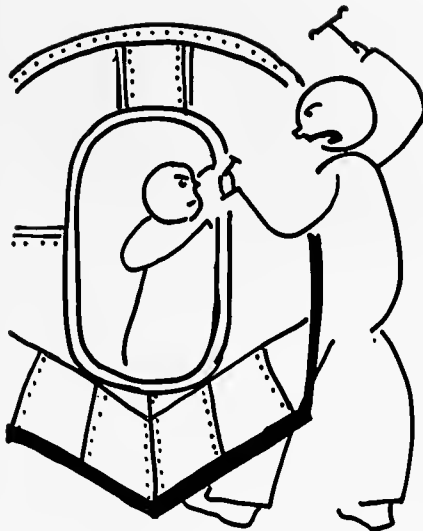
Jerry Litell,  
Machine Shop Inspector.

If you are inhaling one pack of cigarettes a day, you are paying Uncle Sam \$21 a year stamp taxes for the privilege of breathing.

There's a big, empty spot now in the Production Department since that good scout Margaret Coykendall has left the ranks to devote her full time to the career of housekeeping. Where'll you find a person who'd help a fella out on a pinch job, do it so graciously and then do it again just as graciously after you found out you had gumbolxed the whole works by giving her the wrong dope in the first place? It's no wonder there's a big vacant spot there now, and no wonder the whole gang and all your friends are wishing you the best of luck 150% strong!

Mr. and Mrs. Charles Mohr of the Engineering Department are announcing the arrival of Joyce Ann at Mercy Hospital on October 31. The new addition to the Engineering weighed 7 lb., 4 oz., and all is okay.

Brief observation on Human Relations made in middle age: The girls who look at men past forty are either dumb, or plain, or norty.—S. B.



**"SO I SAID TO  
BERT BOWLING—"**

**RECALL**

The student's allowance had run out, so he wrote home for more money. Feeling a bit nervous about the impression it would make, he ended his letter: "P.S.—I did not like writing to you. In fact, I ran after the postman to get this letter back."

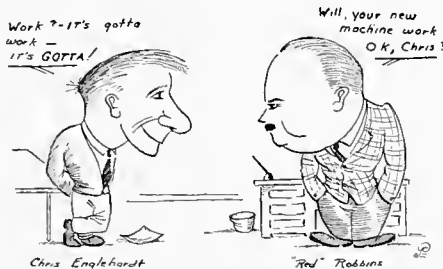
A week later he received the following reply:

"You will be glad to know I did not receive your letter."

—Vancouver Sun.

Those who have studied the subject, say there are only three jokes in the world. Two of them are in the \_\_\_\_\_ department. Where is the other one?

Note:—Supply your own Dept. name.



**— FLOWERS —**  
**For Every Purpose**  
 World-wide.....Telegraph Service  
 A phone call opens your account  
**EXCLUSIVE Florists**  
 SIXTH AT B STREETS  
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Call  
**H. 9300**  
 or write  
**815 Bush**  
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for  
**appoint-  
 ment at  
 your home**  
 —no  
 obligation

**BUD DEACON**

600 Samples for

**Suits, Tuxedos, Topcoats**

made to your individual measure from  
 finest domestic and imported  
 fabrics

[AT or less than store prices]

Good Food at  
 Moderate Prices

Open Sundays  
 and Holidays

**Morgan's Cafeteria**

1047-1049 Sixth Ave.  
 Between Broadway and C St., San Diego

**Bradley - Woolman**  
**FUNERAL CHURCH**  
 Burial · Cremation · Shipments  
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Our Quality Cleaning  
 will put new life into  
 old garments

Clay E. Lewis Since 1912 Harley S. Walsh

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**BARNARD  
FLOWER SHOP**  
3778 Fourth Ave. Near Robinson  
*Fresh Cut Flowers  
daily*  
Floral Designs  
Bouquets and Corsages  
"AT THE PRICE YOU WISH TO PAY"

**Christmas  
Cards**

Lovely new designs, new colors, new paper textures Available printed with your name or in thrifty box assortments . . . . .

Priced as reasonably as  
**21 Cards for 50c**

**SAN DIEGO OFFICE SUPPLY CO.**  
1035 Seventh Ave.

**Out Of the Rough**  
(Continued from page 7)

Saturday foursome. Your correspondent, for one, is in favor of an informal golfing association of *Consolidated* employees that would promote departmental contests and an annual tournament. If your correspondent hadn't completely exhausted himself in writing this article he would volunteer to start such an association. But surely somewhere in our organization there is a "Moses" to lead us out of the rough and sand traps that surround us to Saturday afternoons of friendly rivalry on the golf course.

AIN'T IT THE TRUTH?

See that man coming through the gate,  
As calm and cool as if he'd conquered fate?  
Let's follow him in as he walks with a spritely step,  
Yeah! and wish by gosh we had all that pep.

He rings his card with a jolly air,  
As if in all this world he hadn't a care.  
Now! Comes a blast, a crash, and a din,  
Look! Look! at that man that we followed in,  
Why he jumped as though shot and now stands  
kinda scary,  
And his eyes that were smiling are now wild and  
glarey.

Now he goes on with an unsteady sway,  
And while talking to the Doc was heard to say:  
"Quick Mac some aspirin, I'll need more than two,  
I was under that damn whistle when it blew."  
Al Gee, Hull Dept.

**Part of the Gang That Went  
to Russia**



Back Row—Ed. Reynolds, Mrs. Reynolds, Mrs. Wells, Minor Wells, Cass Gurney. Sitting—Art Petzon.

LOST

One pair of white gold eyeglasses in plant Thursday, July the 29th. Finder please return to Conrad Seaderquist, No. 1722, of the Sheet Metal Department. *Reward of \$1.00.*

*"Stay Alert and Stay Alive."*

You are urged to patronize the following merchants whose advertisements in this issue of the Consolidator make its publication possible:

Aase Bras. . . . .	18
Aircraft Cafe . . . . .	16
American Typewriter Co. . . . .	22
Arey Jones . . . . .	2nd Cover
Arden Dairy . . . . .	24
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Bonham Bras. . . . .	16
Bradley-Woolman . . . . .	23
Brown Motor Co. . . . .	4
Bunnell's . . . . .	19
Carlson & Simpson . . . . .	15
Campbell Chevrolet Co. . . . .	19
City Dye Works . . . . .	6
Davidson Furniture Co. . . . .	4
Debaud School . . . . .	19
Eastman Kadak Stores . . . . .	22
Exclusive Florists . . . . .	23
Firestone Tire and Rubber Co. . . . .	17
Fraze & Co. . . . .	2nd Cover
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Fuller, W. P. & Co. . . . .	3rd Cover
General Petroleum Co. . . . .	2nd Cover
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Johnson Soum . . . . .	2nd Cover
Lindbergh Cafe . . . . .	17
Mission Cleaners . . . . .	23
Morgan's Cafeteria . . . . .	24
Motor Hardware & Equipment Co. . . . .	10
Mountain Meadow Creamery . . . . .	14
Nash Clothes . . . . .	24
Newcamps . . . . .	3rd Cover
Pitts, The Trunk Man . . . . .	15
Qualitee Dairy . . . . .	6
Reed, A. O. Co. . . . .	7
Sofeway Stores . . . . .	19
Salmons & Walcott . . . . .	2nd Cover
San Diego Bowling Academy . . . . .	6
San Diego Motor Co. . . . .	22
San Diego Office Supply Co. . . . .	24
Sears Raebuck . . . . .	4th Cover
Southern California Music Co. . . . .	11
Speer's Flying Service . . . . .	22
Standard Furniture Co. . . . .	15
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Todds . . . . .	5
United Air Lines . . . . .	5
University Window Shade Co. . . . .	15
U. S. Grant Hotel . . . . .	3rd Cover
Walker's . . . . .	4th Cover
Wards Typewriter Service . . . . .	4
Westgate Sea Foods . . . . .	24
Whiting Mead . . . . .	3rd Cover
Worths . . . . .	18

**LOW COST!**  
*Hot Meals  
WITH A NEW  
Flavor*

AMERICAN PACKED  
TO AMERICAN STANDARDS

**BREAST-O-CHICKEN**  
BRAND  
**Tuna Fish**  
EXTRA-FANCY

**Buttermilk  
has gone DELUXE  
IT'S CREAMED**

*by Arden*

**BUTTERMILK HAS GONE DELUXE AT ARDEN'S.  
MADE FROM GRADE "A" MILK, NURSED TO PERFECTION  
... AND THEN, (IT'S OUR OWN DISCOVERY) IT'S CREAMED!  
ASK FOR IT AT RESTAURANT, SODA FOUNTAIN, GROCERY  
STORE; OR CALL MAIN-9111.**

**SH-H-H- GOOD FOR YOUR INNARDS, TOO.**

TAILORS TO GENTLEMEN OF DISCRIMINATING TASTE

SHOWING

of fine domestic  
and imported

WOOLENS

your inspection  
is welcomed  
in the salon of

*Stan Newcomb*

SUITE  
SIX-SIXTEEN  
Commonwealth Bldg.

FASHION INDIVIDUALIZED TO PERSONALITIES

**"THE HOME OF COMPLETE HOME SERVICE"**

We can show you how your rent money  
*will build a home.* Just ask us.

VISIT OUR "HOME CONSULTATION DEPT."

**WHITING-MEAD CO.**  
EVERYTHING FOR BUILDING

Main Store—14th and K Streets

Other Locations: 4128 University—Oceanside—Brawley—El Centro

**FULLER PAINTS**

*They last . . . .*

PAINTS  
VARNISHES  
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WALLPAPER  
GLASS  
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**U. S. GRANT**  
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In the heart of downtown  
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*Rendezvous*  
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*"Dancette"*  
*Coffee Shop*  
*Banquet Rooms*  
*Importation Co.*  
*Drive-in Garage*  
and  
*Low Room Rates*

**\$1.50**

Bath detached

**\$3.00**

with Bath

Special party and banquet service  
available at any time



*U. S. Grant*  
**HOTEL**

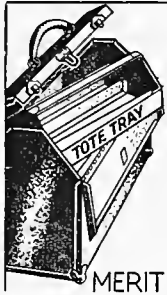
**Broadway <sup>on</sup> the Plaza**

**SAN DIEGO**

# Buy Your Tools at Sears

SEARS FEATURE "CRAFTSMAN" QUALITY TOOLS AT MONEY SAVING PRICES...  
TOOLS THAT MEET THE EXACTING DEMANDS OF SKILLED MECHANICS

## Hip-Roof Mechanic's TOOL BOX

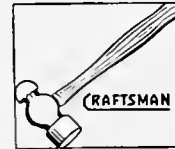


**\$2.98**

Well made box popular with mechanics. Nickel corners, round leather handle. Size 18½x7¼x9

6-in. Craftsman Scale . . . . .	70c
4-in. Craftsman Divider . . . . .	70c
4-in. Craftsman Calipers . . . . .	70c
12-in. Craftsman Com. Square . . . . .	4.95
Craftsman Surface Gauge . . . . .	2.70
8 Drawer Machinists Chest . . . . .	6.98

## BALL PEIN HAMMER



4-OZ. 59c  
6-OZ.  
8-OZ.

Craftsman Quality Unconditional Guarantee

## CIRCLE CUTTING SNIPS



7-in. or 13-in. \$1.10

For Home or Shop. Drop Forged Steel.

# SEARS, ROEBUCK AND CO.

SIXTH AVENUE  
& 'C' STREET

**FREE** Jack Boudrie's Auto Park  
1215 Sixth  
**PARKING** One hour with \$1 Purchase

Franklin 6571

## For Air-Minded "CONSOLIDATORS"

Men, you'll find all the work-clothing needs imaginable in our complete . . . consolidated . . . work clothing department. We have listed a few of the popular items for this time of the year. Many complete Union-made lines.

## Zipper Front Leather Jackets

With a rust-proof full length zipper front. Fully lined for extra long wear. Buttoned cuff. All wanted sizes from 36 to 44. Pockets are slanting. **\$6.50**



## Genuine Horsehide Leather Jackets

Black, cardovan. Full rust-proof talan zipper front. Fully lined. First quality leather. Slanting pockets. Buttoned cuffs. Sizes 36 to 44. **\$12.50**

## Sanforized Whipcord Trousers, Pr.

In tan, oxford grey, etc. Sanforized, guaranteed not to shrink. Full cut for complete comfort. Sizes 29 to 44. **\$1.98**

## Big Yank Work Shirts

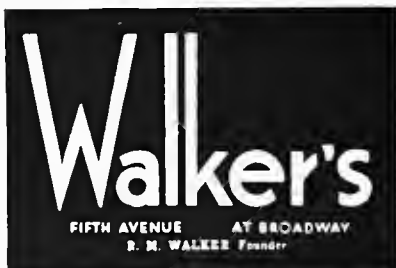
In blue or grey. Full cut, with all the special Big Yank Features. Variety of colors priced up to \$1.29. Sizes 14 to 20. **69c**

## All Wool . . . . Melton Cloth Jackets

**\$2.98 to \$5.98**

With guaranteed Talon, rust-proof zipper front. Fitted back. Buckle side fastening at waist. Excellent wind breakers, ideal for sports and disagreeable weather. Heavy melton cloth . . . they are water repellent! Sizes 36 to 46.

(Walker's—Basement Store)





# CONSOLIDATOR



DECEMBER  
1 9 3 7

# Buy Your Tools at Sears

SEARS FEATURE "CRAFTSMAN" QUALITY TOOLS AT MONEY SAVING PRICES...  
 TOOLS THAT MEET THE EXACTING DEMANDS OF SKILLED MECHANICS

## Hip-Roof Mechanic's TOOL BOX

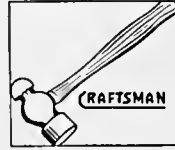


**\$2.98**

Well made box popular with mechanics. Nickel corners, round leather handle. Size 18½ x 7¼ x 9

6-in. Craftsman Scale . . . . .	<b>70c</b>
4-in. Craftsman Divider . . . . .	<b>70c</b>
4-in. Craftsman Calipers . . . . .	<b>70c</b>
12-in. Craftsman Com. Square . . . . .	<b>4.95</b>
Craftsman Surface Gauge . . . . .	<b>2.70</b>
8 Drawer Machinists Chest . . . . .	<b>6.98</b>

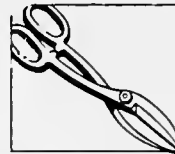
## BALL PEIN HAMMER



4-OZ. . . . .  
 6-OZ. . . . .  
 8-OZ. **59c**

Craftsman Quality Un-conditional Guarantee

## CIRCLE CUTTING SNIPS



7-in. **65c**  
 13-in. **\$1.10**

For Home or Shop. Drop Forged Steel.

# SEARS, ROEBUCK AND CO.

SIXTH AVENUE  
 & 'C' STREET

**FREE** Jack Boudrie's Auto Park  
 1215 Sixth  
**PARKING** One hour with \$1 Purchase

Franklin 6571

We wish you and yours a very **Merry Christmas** and a Happy New Year

*Begin the New Year right with a new Chevrolet*

SEE KEN MALTBY AT

**CAMPBELL for Chevrolet**

1600 Broadway

Franklin 1234

## LINDBERGH FIELD CAFE

ADMINISTRATION BUILDING  
 LINDBERGH FIELD

*"The Home of Aviation"*

*Start the New Year right...Patronize Consolidator advertisers*

# CONSOLIDATOR

Volume 2

December, 1937

Number 12

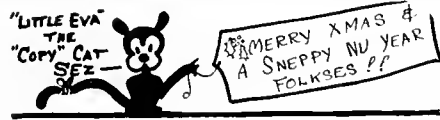
## It Can Be Done

The night shift has shown the way.

After several months, during which the night shift has responded to all requests for news with the answer, "There's no news," certain interested parties decided to check these statements. As a result of their efforts, they discovered, not only a great deal of news, but a large amount of dormant talent. Some who claimed they were unable to write articles, were able to supply news items we could not have gathered from any other source; others were able to supply ideas for cartoons; still others drew cartoons. The amount of copy in this issue from the night shift is an answer to the Departments that claim they are not represented in the magazine in proportion to their numbers. Departments are represented on a basis of material received from that department. It is impossible to check every man and ask for copy. The initiative must come from you. After all, it is your magazine and all that you have to do to become a member of the Editorial Staff is to submit some copy. We found out that it was not for lack of interest that the Night Shift had not turned in copy previously but because each man felt that he would let somebody else do the job. Don't hide your light under a bushel. Drop your news items in the suggestion boxes at the gate or give them to your timekeeper. If you hear an interesting news item, while at work, write it down in pencil on a piece of scratch paper. It doesn't have to look pretty to be good. Follow the night crew's example and do it now. Let's have a "News Feud" between the night and day crew and see which is best represented in the January issue of *Consolidator*.

Jerry Swartz, clerk in the Inspection Crib, had his glider out for a trial flight Sunday. It is a gas model with a 4-ft. wing span. Jerry plans to enter it in the Meet to be held in Los Angeles December 19th. Good luck to you Jerry.

For description of cover picture, turn to page 12.



## Letters to the Editor

Mr. Editor:

The only time I ever tried to create a scrip was to my girl. That was only once. She takes only one look and tears it up—my heart with it. And, if I ever wrote news for the *Consolidated* mag, it would turn out to be a scandal sheet. Them boys in the Finish Department are mean. They'd turn around on me sometime and spray me to a bulkhead. Or, maybe, even worse, make me look like a lot of bilz on the bottom of a boat. "No, sir," I am a live coward, all in one piece. Let someone else carry the torch and I'll just get back of him and egg him on!!

Tick Tish.

*Note:* It doesn't have to be scandal to be news. It doesn't have to be scandal to be interesting. In fact, we do not want scandal . . . just information about the doings and happenings to *Consolidated* employees.—Ed.

## New Navy Inspector

All *Consolidated* joins in welcoming Peter Ryan, Chief Petty Officer, who has just been transferred to *Consolidated* from Inspection duty at the Naval Aircraft Factory at Philadelphia. He will act as Navy Detail Parts Inspector in the Inspection Crib.

Mr. Ryan has had an enviable naval career, having given 23 years of flying service in all types of ships. He has, at various times, been stationed at all of our Naval Air Bases. A good part of this service period was monopolized by his duties as Test Pilot.

Mr. Ryan comes to California, not as a stranger, because he has spent a good part of his life here and sometimes thinks it's the only spot "this side of heaven" worth living in.

Whose face gets the reddest when they win on a turkey raffle? Ask Paul or Kip!

Partial perusal of employment records indicates that we have one or more employees born in each of the following countries:

Alaska	Ireland
Bohemia	Italy
Canada	Marshall Islands
Czechoslovakia	Netherlands
Denmark	Norway
Finland	Poland
Germany	Russia
Great Britain	Scotland
Hawaii	Sweden
Hungary	United States.

## CAUGHT IN THE ACT

Tarzan Mayes, of Final Assembly, was caught Sunday morning washing out "triangle panties for his five-months' old baby girl."

Chuck Hibert, Foreman Spot-Weld, was seen in Sears-Roebuck shopping for a shot gun to kill his Thanksgiving Turkey with.

E. Johnson, Navy Inspection.

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# The President's Column . . .



## ROUTINE

OUR Navy is again to be congratulated most heartily on its wonderful "routine," "breakfast to breakfast" flight of VP-2 under Commander Grow in flying 14 *Consolidated* PBY's to Coco Solo, Panama Canal, in 22 hours and a few minutes from a San Diego take-off at 10 a. m. 8 December 1937. The flight was performed precisely on schedule announced three weeks ahead. To those who know aviation such performance constitutes a remarkable feat, embracing the greatest fleet (approximately \$3,000,000 in cost) of aircraft ever employed in such an undertaking.

The entire maneuver and the training for it, in the absence of Admiral E. J. King, on duty with the Selection Board in Washington, was under the able direction of Captain Alva D. Bernhardt, assisted as to the multitudinous engineering details concerning the equipment, (so that nothing might be wanting or unsatisfactory) by Lt. Comdr. Paul E. Pihl.

My precious mother was amazed as she watched the precision with which these mighty battleships of the air each maneuvered down the ramp into the water, and taxied in line down the bay, then to take-off to the southwest, each in turn approximately half a minute apart. For more than twenty years she has been worrying about my flying activities, begun on the same site when aviation was in its infancy. Neither of us had ever seen—in fact no one ever witnessed—such remarkable precision as demonstrated by this command on that occasion.

Our San Diego factory location enabled

us carefully to inspect and review all PBY's prior to the flight to insure against any mechanical detail standing in the way of the success of the undertaking.

I am pleased to direct the attention of our employees to the Navy's announcement of purchase from us of 33 more PBY's and spares. This is a concrete expression from the Navy that it is pleased with the equipment and with our efforts in its behalf. Our task is not to sell refrigerators to eskimos or to give goods away to secure volume, but rather to maintain the interest of our customers in quality products that will give them entire satisfaction at a fair price so that we may continue to reward merit with fair pay raises as such are earned by our employees, and earn for our stockholders a fair return.

We have been and are being treated well by our Navy and we appreciate it. It is my hope and belief that we all will keep our shoulders unitedly at the wheel in doing our bit in serving that wonderful organization that protects American commerce and Americans all over the world.

R. H. FLEET.

15 December 1937.

## A Big Family

WHEN *Consolidated* moved to San Diego from Buffalo some two years and three months ago, we brought with us approximately 300 employees whose value to the company and whose long service warranted the expense of moving them. The nation-wide and even international aspect that our employee list has taken on since that time is of particular interest to all of us. The peak of our employment was on 15 April when we showed 3837 persons on the payroll. Material shortages and other factors caused us to reduce our force and I have before me a report that shows a total now of 2978 men.

In making a study of this report, it is interesting to note that we have in our employ a representative, by birth, of every one of the forty-eight States of the Union. California, *Consolidated's* home by adoption, claims birthplace of the greatest number, 424 of our employees having been born here. New York ranks next with 381 and Pennsylvania next with 155. Illinois, Missouri and Ohio follow and so on down the list. South Carolina seems to have almost overlooked us but we have two of her native sons helping to build boats for our Navy.

Even when our PBY airboats fly to other bases at U. S. possessions, they can look upon the birthplace of some of our employees, 3 having been born in Alaska, 2 in Hawaii, 1 in Guam, 1 in Panama and even 1 on the Marshall Islands in the South Seas.

Some 284 of the *Consolidated* family were foreign born, but are now naturalized American citizens. Germany supplied the most, 70 of our people having been born there. Our neighbor to the north, Canada, comes next with 37, England next with 29, Russia next with 21. Twenty-nine countries are represented in this list which includes France, Italy, Scotland, Ireland, Poland, Switzerland, Chile and even Esthonia.

With other parts of the world in such chaotic condition at this time, it might be said that such an assemblage would tend to create unrest within our country. This, however, is not the case. It was to escape that very thing that the majority of foreigners amongst us came to this country. All that are employed at *Consolidated* are joined together under the bond of American citizenship; they are thoroughly and completely American. It is true that some foreigners that settle in our country do eventually return to their homelands and carry with them American principles and ideas but the majority, and all those that take up citizenship in America, enjoy the absence of class restrictions, strict censorship and curtailment of free speech.

On the whole, we are a pretty steady lot. Our industry is a young one; *Consolidated* is not quite fifteen years old. 214 employees have been with the company over five years. Of this group 168 have been with us over six years, 142 over seven, 116 over eight, 70 over nine, 51 over ten, 37 over eleven, 29 over twelve and 13 over thirteen years.

Opportunities presented in the aviation industry undoubtedly account for the length of time many have remained in it. Consider some of the officers and department heads of our own company for example. Of our three Vice-Presidents, one started as a toolmaker, another as a draftsman and the third as a civil engineer. Our Factory Superintendent was once a lumberjack and of our dozen department foremen, every one started as a welder, machinist or shop man of some kind. Our Personnel Director has put in a good deal of time in shop work. And so it is that the men who are supervising the construction of *Consolidated* products are men who have

worked up through the ranks. They are in a position to have knowledge, through actual experience, of that particular phase of manufacture for which they are responsible. While filling minor jobs, they have signified ability to assume such responsibility and as openings occurred, were prepared for them.

The success of any business demands the full cooperation of all those directly and indirectly connected with it. Never in the history of our country has there been a greater demand for cooperation on the part of all engaged in any single enterprise. If all receive fair treatment, it is easy for everyone to put his shoulder to the wheel and work together to make effort count.

In this country of ours, while education is an important item, it is not always the man who had the greatest college training that succeeds in going farthest. Of our 2978 employees, 438 had only grade school education, 1849 attended high school and 691 attended college.

1260 of our employees are single and 1718 are married; the total number of persons directly supported by *Consolidated's* payroll in San Diego, aggregates 8697. This of course does not include the many employed by those who supply us.

So we can truly say that ours is a big family and in order to add a little touch of personal satisfaction to those who have been with the company for a long period (not necessarily continuously, but generally so) we have had made some pins, in three different classes—five-year service, ten-year service and fifteen-year service. I am asking the editor of the *Consolidator* to publish a complete list of those whose service, as of the end of the year, will qualify them for one of these pins, and as soon as we are able to do so, proper arrangements for presentation will be made.

Years ago when our stockholders were receiving a reasonable earning on their investment, every employee was given a turkey at Christmas time. For the first time in a number of years, the common stockholders have been voted a small dividend which I hope will be the resumption of a fair return to those 2500-odd persons who have put up the money for us to use in carrying on this business during the last ten years. At the same time, it has been my pleasure to recommend to our Board of Directors, and they have concurred, to resume this token of good-will to our employees, each of whom, irrespective of length of service, will receive a Xmas check for a sum sufficient to buy a turkey.

I cannot let the occasion pass without expressing my personal appreciation of

your cooperation and wishing each and everyone of you a Merry Christmas and a Happy New Year.

R. H. FLEET.

15 December 1937.

## Service Pin Award

**C**ONSOLIDATED will honor its employees, who have been employed for more than five years, by the presentation of service award pins. The service award pins are approximately 1/2-inch in diameter and are in the form of the corporation seal. Bronze pins will be presented to those employees who have completed five years service; silver pins to those who have completed ten years service; and gold pins for fifteen years service. Following is a list of employees to whom the honor is due:

### 10 to 15 YEARS

Fleet, R. H.  
Bourden, Leo R.  
Mulroy, J. J.  
Koch, W. E.  
Edwards, H. T., Sr.  
Young, Geo. H.  
Dunn, Jane F.  
Wilkinson, D. E.  
Perry, V. N.  
Rasp, E. P.  
Eggleston, G. A.  
Thompson, J. C.  
Carson, R. S.  
Bitzer, E.  
Bowling, H.  
Kiegel, B. F.  
Fleck, J. H.  
Fisher, Lucille  
Scrivani, F. A.  
Ambrose, A. A.  
Rimmer, Edward  
Freakley, Bert  
Krueger, Kurt  
Wilkinson, J. E.  
Newman, George  
Klingenmeier, L.

Wesp, J. C.  
Brennan, A. E.  
Milton, Wm.  
Powell, S. J.  
Eaton, J. C.  
Panke, W. R.  
Bussey, Robert  
Setter, J. J.  
Brown, H. L.  
Miller, R. A.  
Leigh, C. T.  
Schicht, Andrew  
Kiener, Geo. E.  
Johnson, G. H.  
Roeckel, O. K.  
Mussen, J. W.  
Hoch, P. J.  
Meyers, H. W.  
Birse, H. M.  
Dudzinski, O. D.  
Golem, H. R.  
Bock, Walter  
Golem, Carl G.  
Coykendall, R.  
Wesp, Earl H.  
Koenig, P.

### 5 to 10 YEARS

Carroll, C. B.  
Ring, Wm. A.  
Isham, B. O.  
Niemet, Leo  
Ezard, H.  
Dolan, Albert J.  
Laddon, I. M.  
Thomas, Gladys Roy  
Sheahan, B. W.  
Tailer, Charles  
Mineah, L. H.  
Kline, Kurt  
Thursam, A. J.  
McGuinness, S. C.  
Romenger, Edward  
Campbell, Harry A.  
Dilling, Roscoe  
Green, G. G.  
Mandolf, H. I.  
Kelley, J. L.  
Mussen, Robert E.  
Wheatley, W. B.  
Dudzinski, C.  
Atkinson, H. V.  
Robbins, Irma K.  
Howard, Agnes  
Deliganes, K. H.  
Butterfield, T. P.  
Hager, R. C.

Hartmayer, R. J.  
Sebold, R. C.  
Sugg, A. F.  
Lance, Gilbert  
Bergman, A.  
Emerson, Roy  
Raymond, E. L.  
Penfield, John  
Galvin, Thos. J.  
Rowan, Bert J.  
Schurr, Wm.  
Hotchkiss, G.  
Wire, George  
McCartney, J. W.  
Papodowski, F. J.  
Haegele, A. W.  
Learnman, F. A.  
Phillips, C. A.  
Seely, W. F.  
Clifton, J. F.  
Combe, R.  
Tuevsky, N. A.  
Jones, Ed. H.  
Brabban, Robert  
Pettit, Charles  
Hodgson, J. E.  
DeMarce, D. R.  
Duncan, M.  
Waterbury, J. H.

Deischl, Herman J.  
Golem, Howard G.  
McEwan, H. F.  
Kugel, B.  
Chaplin, Lorin  
Gilchrist, Wm. C.  
Emrick, R.  
Budzynshi, Steve  
Gemeinder, Adolph  
Doig, John  
Eingenmann, H.  
Funke, O. H.  
Peterhansel, Otto  
Hopman, J. P.  
Beyer, W. K.  
Englehardt, Cris H.  
Goglin, Carl R.  
Gilchrist, Leonard  
Kline, Jack M.  
Williams, R. L.  
Hartmann, A. G.  
Kogler, Casper H.  
Bender, L. H.  
Sprenger, A. H.  
Peter, L. M.  
Koster, Alfred W.  
Taylor, Milton E.  
Bornemann, F. V.  
Doerr, H. W.  
Cwik, Edward A.  
Strachan, J. P.  
Spaulding, Wm. G.  
Clayton, G. B., Jr.  
Stieringer, J. G.  
Forsythe, Harry L.  
Leigel, H. J.  
Waite, Wm. H.  
Rasp, Wm.  
Schrenk, P. R. F.  
Morse, Frank  
Wagner, Conrad  
Abels, A. W.  
Hemphill, T. M.  
Bailey, J. S.  
Jackman, K. R.  
Hall, T. P.  
Kallis, F.  
Growald, H. K.  
Harger, F. S.  
Carlson, P. A.  
McCleary, Ed C.  
Danner, Leo

Weidner, R. F.  
Schlagenhauf, Wesley  
Napier, B.  
MacLean, G.  
Gerarnatto, T. M.  
Muck, H. L.  
Kligman, A. D.  
Heckman, E.  
Seligman, Samuel R.  
Webber, Roy  
Gahlbeck, Elmer  
Briskey, Leo  
Bears, Jack  
Moore, Willis P.  
Pawlicki, Theo.  
Gersdorf, Erich H.  
Holdener, J. F.  
Hatch, Henry  
Wade, Leslie  
Duncan, A. F.  
Senker, Joseph  
Wegner, Charles  
Lessle, Frank  
May, Stanley, Jr.  
Kowalewski, Edmund  
Wronick, Wm. J.  
Moerschel, O. W.  
Kite, J. M., Jr.  
Cederwall, Leonard O.  
Lajore, Henry  
Clark, Craig L.  
Barone, Samuel  
Stanberry, R. A.  
Wire, Norman  
Brady, Chas. R.  
Szalkawski, Rowan  
Smith, Steve  
Scott, W.  
Stieringer, Alfred  
Nottleman, M. C.  
Sleeper, Geo. W.  
Scherer, Karl.  
Robbins, R. H.  
Tuite, R. J.  
Hauptman, H.  
Clark, Albert  
Griebner, C.  
Carson, Karl  
Maving, Richard  
Caster, Richard  
Goldman, Max  
Drazds, Joseph

The editor will appreciate any corrections through errors or omissions in the above Service Awards list.

## New Contract

The Navy Department, on 8 December announced the award of a contract to *Consolidated* for 33 PBY-4 type patrol bombers and spare parts, amounting to \$4,500,000. This fourth contract brings the total of PBY type flying boats and spare parts *Consolidated* is building for the Navy up to 250 units and makes it the world's largest manufacturer of flying boats. The new contract insures work in our plant through 1938. Previous contracts were for 66 PBY-3 airplanes and spare parts amounting to \$6,056,500; 50 PBY-2 flying boats and spare parts amounting to \$4,898,115; and 60 PBY-1 flying boats and spare parts amounting to \$6,506,000.

## The Finishing Department

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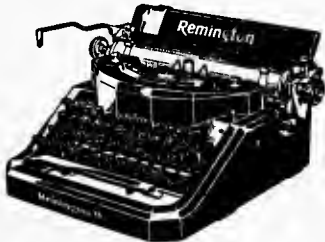
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THE natural life of an airplane is determined largely by the quality of its protective coatings. As airplanes of today are approximately 98% aluminum and aluminum alloys, one of the first steps taken to obtain a durable protective coating is the anodic treatment of all of these metals where possible. The anodic treatment can be used only on aluminum and some of its alloys. This treatment is an electro-chemical process used to oxidize the surfaces, the oxide forming a very thin, smooth, dense film, which is itself, resistant to corrosion; and also provides a very excellent foundation for the application of paint, as it absorbs a very small quantity of the paint, which means excellent adhesion.

The first step in the actual painting of the parts, is the application of the primer coat. At the present time we are using a zinc chromate primer which not only acts as a primer, but has protective qualities of its own. From a production viewpoint this primer is "the tops" as it dries to handle "in a flash." Needless to say, the Production Boys are for it 100%. Many times each day a Stock Chaser will come rushing into the paint shop with an urgently needed part to have a coat of primer sprayed on it. Immediately after spraying it the spray gun operator throws a blast of air from his gun over the part, and the primer is dry. The happy Stock Chaser is on his way, and the part is ready for the next assembly.

The next step in painting is the application of the finish coats. Here again we are fortunate in having fast drying, durable, synthetic lacquers, of which two coats are applied, excepting those parts subject to heavy wear and those not readily accessible after assembly, which are given three coats.

In sealed tubing, which is almost always steel, hot linseed oil has been found to be an excellent protective coating. The oil is heated to approximately 175 degrees Fahrenheit, then forced through a very small hole located in each end of the tube. The oil is forced through the lower hole until it shoots from the upper hole, proving that the tube is full. It is then allowed to drain empty, the two small holes being sealed by self-tapping steel screws.

As we still have fabric covered surfaces, just a few words on finishing this material: the fabric is usually protected with approximately seven coats of airplane

dope, five of which are clear and the last two are pigmented dope.

This dope serves a double purpose, in that it greatly strengthens the fabric and also protects it from the weather. Airplane dope is also used frequently to stop a runner in milady's stocking. Just a very small drop at the start will do the trick.

The thinner used in nitrate dope has been found also to be an excellent cleaning agent. CAUTION: never use acetate dope thinner for cleaning RAYON SILK. An amusing incident happened just recently when one of the boys came in to work wearing a beautiful new white RAYON SILK sport shirt. After working only a short time he spilled some paint on it, and being anxious to prevent the paint drying, he decided the thing to do was to soak the shirt in some thinner while the paint was still wet. After placing the shirt in the acetate thinner and going about his work for a short time, he returned to find his shirt had turned to what looked like a mass of well pulled taffy with the label SPORTSWEAR lying on the top. Needless to say he went home without a shirt to his back, and wearing a borrowed coat.

The Welding Department offers its heartiest congratulations to Tom McFarlan on his recent marriage to the former Miss Dorothy Watson in Fresno, on Thanksgiving Day. Maybe we can overlook the fact that there were no cigars, Tom.

We bet that Vincent Caldwell's wife wonders what he does with the large pieces of cake she puts in his lunch. Maybe Jack McCullen can tell.

A certain timekeeper, George Kendall by name, knows how the boys feel now when they forget to punch in at noon.

If anybody sees a Bowler running around who can break one hundred, please refer him to Woody, No. 3428. The same goes for any good basketball player.

The reason the members of the basketball team had such a hard time getting their money for their suits was perhaps due to the nearness of the Santa Anita racing season. It's against the law to hoard, boys!

No. 3424.



**"Run, Ghost, Run"**

A CITY employee who lived outside of the city limits commuted by train to and from work. The train station was not far from an insane asylum. His route home from the station went by the front entrance to the grounds surrounding the asylum. The grounds were completely surrounded by a high stone wall with sharp steel spikes along the top.

Coming home on dark evenings, he sometimes felt chills creep up and down his spine as he thought, "What if one of those crazy fellows got loose and came after me? What would I do?"

One night when the moon was shining brightly and as he was coming home, he thought he saw something move near the gate. He stopped and looked again, and sure enough there stood a man naked as the day he was born, crouched ready to spring on the first one to approach the gate, and he was the first one. He sidled off the sidewalk into the road. He moved slowly and quietly so as not to attract the attention of the naked man, but as soon as he was opposite the gate, the inmate ran toward him.

Up the road he sprinted. The lunatic ran after him. He ran what he thought was his best, but the man was gaining on him. He sprinted a little faster, gained a few yards, and then looked over his shoulder. The man was almost on him. He gave another sprint and another look over his shoulder. A clawlike hand almost touched him. Practically out of breath, he lunged into a desperate sprint for freedom. Another look backward and there was a hand and a face wearing a demoniacal grin as much as to say, "Now I got you." He gave another sprint. It was no use as the madman was running almost at his side. Then he reached out, (*Horrors*), slapped him on the shoulder, and said "Tag. Now you are it. Try and catch me." Away he ran back to the asylum entrance. But I did not follow.

Bill Gilchrist, No. 808.

There is a certain rumor going around that a certain Bob Mussen needs a machine gun that shoots buck shot, to kill ducks. Also a pair of glasses so he won't claim other people's birds. Let's start a little fund so Bob can get this equipment, and maybe, yes maybe, a few ducks.



**Dogs**

WE are all accustomed to the happy looks on the faces of the lads who have been passing out cigars, so when your reporter saw the proud look Jimmy Lafee, Wing Department riveter, was flashing he prepared himself for a half hour listening to Junior's latest antics. But Jimmy really made news when he explained that he was not a new proud papa but a dog-owner celebrating the occasion of his dog winning several prizes at the Balboa Park Dog Show, November 14 and 15.

Jimmy's dog, Silverside King, a one hundred and forty pound St. Bernard, won six ribbons and a bronze plaque. King, who is sixteen months old and will weigh a little more than a hundred and eighty pounds when full grown eats from three to four pounds of meat and vegetables a day. The pup, although he has a very good disposition, is, nevertheless, an excellent watch dog. Jimmy relates an occasion when at the Lafee ranch a friend picked some grapes; as he started to put them in the car King grabbed his wrist and refusing to let go pulled him away from the car and caused him to drop the fruit. Some watch dog, and only a pup!

The photo shows King when only six months old with Jimmy's other two dogs.  
D. N. D.

But on the other hand—Bill Fleet bagged the limit on quail one recent Saturday afternoon. So maybe we'll have our quail dinner after all.

Frank Gallagher, Ed Hager, and King Miller went on a trip to the Borego Desert recently, hoping to bring home the main course for their respective Christmas dinners. According to the latest report, the expedition netted, three sun-burned noses, two rabbits, and one rattlesnake. It has not yet been determined who is to have the rattler.

King imbibed rather freely of Cactus juice, and proceeded to fall asleep nestling against a barrel cactus. The other boys returned just in time to save King from being carried off by a mountain lion.

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"Honest" Frankie Fields, the "eye in the sky," whose only previous glances in any ladies' direction, were toward "Faithful Maud," who kept him in pocket money all summer, is pictured above with the little lady of his dreams.

He has found love on the beach but his best friends report he is still a little shy of red-haired sailors on the pier.

E. C. Mc.

Ray Hartmayer is busy training an understudy. Name—Raymond Frederick Hartmayer, born November 20th at Mercy Hospital, weight seven pounds, seven ounces. Hair just like his dad's. Congratulations to the happy parents.

It is quite entertaining to listen to Howard Bell and Ray Hartmayer discuss the merits of various formulas for Baby Foods. Both boys seem to be well informed on the subject, and we are sure they would be glad to pass along their knowledge to anyone who might be interested.

That insistent, discordant noise we have been hearing these past few weeks is caused by a duel being waged between Bob Hyder and Les Matusek. *Weapons!!!* High colored sox, and HOW!!

We dread to contemplate the effect when they both start wearing the new ones they will get from Santa.

We know a young hunter called Bunny, Whose disposition is sunny. But why did he fail, With that dinner of quail? That kind of a trick isn't funny.

## Christmas Shopping

'Twas a month before Christmas!  
The papers all said  
"There's thirty more shopping days  
To get ahead."  
There's a lot to be done  
And I put it off gaily.  
"Tomorrow I'll do it."  
And I say it daily.

'Twas a week before Christmas!  
And still nothing done.  
By looks of the crowds here  
I'm not the only one.  
I know I must do it.  
I've got to remember  
There's all of the family—  
A gift for each member.

'Twas the day before Christmas!  
I rush here and there  
I've so much to do that  
I'm out on a tear.  
I must hang the wreaths,  
And the holly, oh me.  
I've still got the mistletoe,  
And there's the tree.

""Twas the night before Christmas;  
And all through the house—  
Not a creature was stirring,  
Not even a mouse."  
There's no one at home  
For we find that it's true  
We're out with a rush  
Still our shopping to do.

—Jean E. Skidmore.  
Submitted by Mr. Gilchrist, 808.

Bud Buffat, the hustling Postmaster at *Consolidated*, recently had the good fortune to win an electric razor at a raffle. Now if some one will donate a bottle of hair grower, Bud will be able to make good use of his prize.

Of course, we're not hinting Bud, but we know a fellow who would be mighty pleased to find a new electric shaver in my sock Christmas morning.

Thanksgiving Day proved rather disastrous to some of our fellows. Johnnie Kester showed up with a bandaged left hand, and Tommy Jones came around with a broken nose. Both injuries were caused by auto accidents. At least that is what the boys claimed.

Roy Coykendall reports a most peculiar dream. He dreamed he was awake. When he awoke he was asleep. The question is, How did he know the difference?

## Production Minutes

By Joe Maloney

MERRY CHRISTMAS

Last night I had a wondrous dream,  
That I was Old Kris Kringle.  
I drove a prancing reindeer team,  
With sleigh bells all ajingle.  
My pack contained no gifts or toys,  
I'll tell you now the reason.  
It held for all you girls and boys,  
The Greetings of the Season.





Several proud *Consolidators* were the happy recipients of "Blessed He-vents" and "Blessed She-vents" during the past month.

Miss Janet Katherine Eldred made her debut at Mercy Hospital, on November 9. This husky little baby, weighing 7 lbs., 9 ozs., was proudly presented by her parents, Mr. and Mrs. Wendell E. Eldred, of the Engineering Department. The *Consolidator* congratulates Baby Janet on her happy landing and extends felicitations to Mama and Papa Eldred.

Weisell Hamman, of the Tabulating Department, has a reason for the smug, complacent look he is wearing lately. On November 28, he became the father of William Weisell Hamman, 5 lbs., 15 ozs., who was born at 1:37 p. m. at Mercy Hospital. Baby Bill and his mother Alice Genevieve Hamman, have formed a fast friendship and we wouldn't be a bit surprised if they became quite fond of each other.

From now on, whenever you meet Edward G. (Ed) Drews, of Mr. Kelley's office, don't think that his proud, self-satisfied look is a sign of conceit. The cause for his feeling of well-being is Dale Edward Drews, weight 8 lbs., who was introduced to his parents at Quintard Hospital, December 8th. Congratulations, Mother Dorothy and Father Ed and greetings to you, Baby Dale.

Shortly after noon, on December 7, at Mercy Hospital, Miss Eleanor Keating, weight 7 lbs., greeted her parents, Mr. and Mrs. John P. Keating. John, who works in Engineering, has the proud look of a new papa who thinks his baby is the grandest in the world.

"Rub-a-dub" Banks is going to get a Federal Loan. It seems the boys aren't buying anymore.

There are strange things done, in the midnight Sun.

So sang a bard of old.  
No need to roam, for here at home,  
Are wonders to behold.  
A sight to see, it seems to me,  
One that our heart beguiles,  
Like the Sun's bright ray, on a gray,  
dull day,  
Is The Commander, when he smiles.

## How To Keep From Growing Old

*Always* race the locomotives to crossings. Engineers like it, since it breaks the monotony of their work.

*Always* pass the car ahead on curves or turns. Don't use your horn—it might unnerve the fellow and cause him to turn out too far. *Demand* half the road—the middle half. *Insist* on your rights!

*Always* speed! It proves you are a man of pep, even though an amateur driver.

*Never Stop*, look or listen, at railroad crossings—it takes time.

*Always* lock your brakes when skidding—it makes the job more artistic. In sloppy weather drive close to pedestrians . . . dry cleaners appreciate this.

*Never* look around when you back up; because there never is anything behind you.

*Drive Confidently*, just as though there were not eighteen million other cars in service.—Bob Hayman, 5073, Hull Dept.

Blair Borkhardt made two trips to a certain mountain resort on one certain week-end. I still think it would be much cheaper if you married the gal, Blair.

Caught on the fly: Ronnie LeMon designing his own plane during his spare time—H. Reswick holidaying over in Arizona—Dick Barrett buying a radio, which is almost as large as his car—Frank Haven writing articles that put him in "hot water" with most of the *Consolidated* Grid Fans—Matt Barthel waiting for the Caliente Track to open so that he might buy a new car—F. Faucher leaving *Consolidated* to take over a position with the Postoffice—Dick Biggs attending a local sorority dance all decked out in a "soup and fish"—J. Raeburn traveling all the way to Phoenix in order to get a Thanksgiving Dinner—Dave Johns dancing to the music of Phil Harris and his Band—Don Owen, ex-*Consolidator*, running the high hurdles on the State College track team—Wally "not Simpson" Slatery, seen dancing at the San Diego High Homecoming—Tom Johnson shooting a 72 at Municipal—Bill Lovejoy, another Phil Harris admirer—Gordon Seely trying his hand as a golf instructor—Dennie Chavis attending the Collegiate Club with a very attractive blonde—And last, but not least, a very Merry Christmas and a Happy New Year to all.

It is rumored that Bill Boland (Tail Dept.) is offering the fellows flying lessons at \$1.50 a "Crack-up."

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As our closing number, let's give a rousing vote of thanks to the *Consolidated* management, for their very practical Christmas gift to all employees. We refer, of course, to the new pavement in the parking lots.

★ ★ ★ ★ ★ ★ ★

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Joe and Frank Williamson with Jim Thor on Top of SAN JACINTO PEAK 10,805' Note Sierra Club register on rock.— Right— Stone Shelter just below Peak

Looking across Desert from San Jacinto to SAN GORGONIO 11,485' (23 Miles away) The Los Angeles Aqueduct can be seen going thru Mountain to right— Two Miles below...

## MOUNTAINNEWS

TWO delightful moonlight climbs were made up the highest peaks in Southern California on November 20th, by the *Consolidated* Mountain Goats. One group of five, consisting of Bert Rowan, L. Perry, John Glenn, Andrew Olsen, and Louis Estys, scaled San Gorgonio, 11,485 feet. Starting from Valley of the Falls, just after dark, they took the Falls Creek Trail to the peak, arriving at 12:30 A.M. A signal fire was built to tell the group on San Jacinto peak, twenty-three miles away, that they had safely reached the top. As the temperature dropped to twenty-eight degrees and a bad gale was blowing across the summit, the boys found it too uncomfortable to remain longer than 3:00 A.M., and a hasty descent was made down the steep Vivian Creek Trail to Valley of the Falls, in less than four hours.

Another group, consisting of Jim Thor,

Joe and Frank Williamson, and Dave Kern, climbed San Jacinto Peak, 10,805 feet, from Fern Valley up the Devil's Slide Trail, reaching the summit at 3:00 A.M., after a six-hour ascent in the moonlight. A fire was built in the stone shelter atop the peak but it was impossible to keep warm or sleep due to a just below freezing temperature. The descent was made in less than three hours.

The *Consolidated* Goats will turn desert rats January first and second, indulging in a Geode Hunt at Chuckawalla Spring beyond Desert Center. You are invited to come with us and hunt Geodes which are plentiful in this region. Geodes are ordinary-looking rocks on the outside which, when broken open, present a beautiful crystalline interior. All you need is a heavy hammer for breaking the rocks and a pair of gloves.

D. R. K.

## STRUTS AND PUTTS

By Ted Laven

Herb Ezard and Steve Powell wish me to bring to you, through this column, their season's greetings and their hope that you all have a very happy Xmas and a bright and prosperous New Year.

After watching Gordon Seely stand on his head, then his ears, and, finally, crawl under the bed, we wonder if an electric shaver is such a good investment after all. It seems as though wall plugs were installed before electric shavers came into use. Complicated, eh?

We wonder which thrilled Grace Holmes the most—the music of Phil Harris and his Band or the gentleman with whom she was dancing?

Due to the fact that Charles "Honey" Fornes has not made his regular monthly "publicity" payment, we shall refrain from running a story about him in this edition of the *Consolidator*.

Wayne Frye, stellar Aztec lineman, seems to have a slight edge over Herb Ward and Frank Galindo as *Consolidated's* choice for the most inspirational player on the Aztec eleven.

We wonder if any Swedes, of the Minnesota variety, have any alibis left as to why the Irish of Notre Dame took their famous University to the cleaner on the gridiron? Are you still listening, Nelson?

ATTENTION! When visiting the Fisher domicile, don't dirty the ash trays. What is this all about, Lucille? If Lucy won't tell, ask Little Eva.

Members of the Stringer Department are wondering how the "Phantom Pilot" managed to take off from a local airport, on a trip to Yuma, without being checked out. If any person knows about this, will he or she kindly tell Frank Boyle. Thank you.



## Consair Male Chorus

We are now holding our rehearsals on Monday evening of each week at the Golden Hill Recreation Center, located on 26th St. above "B" St. There are still a few openings, so all who feel that they can qualify, come out, and join this fast-growing group. We are now in line for several public appearances, which will not only give us prestige in San Diego, but will also give a lot of pleasure to those who participate. So come out and look us over, as visitors are always welcome. On behalf of all the members of the chorus, we wish you a very Merry Christmas and an abundance of good health, and prosperity for the coming year.

W. H. Stutzke, Director, 278.

A NEW VENTURE DEC. 2—It was 3:30, the afternoon of Nov. 20, that Johnny Kessler of Final Assembly, Night Shift, stood awaiting sentence. This scene took place at the court house at Yuma, Ariz., Judge Kelly presiding. As he stood awaiting the final words his mind wandered back to the good old days, not far in the past when he had his freedom. Suddenly the solemn eyes of Judge Kelley glanced up at him, and with these final words, "I pronounce you man and wife" Johnny Kessler, better known to his friends as the "Wild Man of the Ozarks," was sentenced to life. The beautiful blonde bride was Miss Alameda Gregory of Albany, Mo., which is also the home town of our hero. We wish him luck and happiness in his new venture into the land of love.

1757.

TURKO ACRES—Wonder who the sprayer in the detail is who never takes off his hat, and why???

A certain guy's wife went on a vacation and couldn't wait till she got home, but when he ruined her fender he sure wore a long face until it was repaired. Wonder if he would be carrying such thick sandwiches if she knew about it???

A southpaw sprayer just bought a two-wheeled gas horse. Must be trying to economize to pay for the Model A.

Wonder why a certain sprayer under the canopies hates blue? He just "Ruders" with the sight of it.

That ex-marine who sprays now, must have laid smoke screens during his service period.

Laninovich, 6116, Night Crew.

## Followed Instructions

"What's the idea of talking to yourself?"

"I asked the doctor what kind of exercise I should take and he told me to chin myself."

Bossy, the favorite cow of Little Audrey's uncle, was stolen when the family woke up one morning. "Drat that thief," said Uncle John, "he's probably miles away from here by now with Bossy."

But Little Audrey, realizing the thief couldn't get far, only laughed and laughed and laughed, because she knew her uncle had drained Bossy's crankcase the night before.

"Hoskins, the cook advised me that you were badly intoxicated last night and that you were trying to roll a barrel out of the basement. Is that true?"

"Yes, my lord."

"And where was I during this time?"

"In the barrel, my lord."

## The Value of a Quarter

I am twenty-five cents.

I am not on speaking terms with the butcher;

I am too small to buy a quart of ice cream; I am not large enough to buy a box of candy;

I am unable to buy a ticket for a first-run movie;

I am not always fit for a tip—but believe me,

When I go to church on Sunday, I am considered *some money!*

No. 3428.

But you and I together,  
Could talk as man to man;  
And we two, most Platonic,  
Would think, discuss and plan.  
Until one night, you kissed me,  
And thus began the end.  
For both of us were human,  
My intellectual friend.

Teacher (pointing to a deer at the zoo):  
"Johnny, what is that?"

Johnny: "I don't know."

Teacher: "What does your mother call your father?"

Johnny: "Don't tell me that's a louse!"

It seems that Leighton Webb, of Wing Department has been making excellent progress recently. He has ousted his usual morning passenger for two attractive high school femmes. 1747.

## In the Market

Would like to buy one good, strong net for use by one Nite Sprayman on the Touch-Up Crew, who has a weakness for falling off stabilizers. We won't mention any names but he talks a lot and comes from Hagerstown, Penn. No. 6142.



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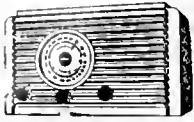
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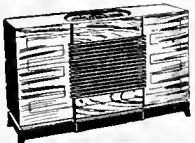
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## "Gone With the Wind"

By Larry Boeing

THE hour was growing late and the La Jolla boys were about to end their weekly Stud Session.

"Let's make this the last hand," exclaimed Ernie Johnson, who, as usual, was having trouble looking over the pile of chips in front of him.

"Just as you say," answered Charley Hibert, "Where do you get all the luck, anyway? I'm broke again."

"It's a gift, boys, yessir, a gift," said Ernie, "Ha, Ha."

"What's this I hear about you being so lucky you rode out a lightning storm in a balloon one time," asked "Tarzan" Mays as he fumbled around the scattered bottles looking for a possible snort someone forgot.

"That would be like you, Ernie," chirped "Happy" Smeltzer, "how did that all come about?"

"Oh, there wasn't much to it. Never is to those things when they are happening, you know, but I sure would hate to ride out one of those storms again."

"When did you start ballooning, Ernie?" asked "Love in" Blume.

"Oh, about 1926 or somewhere along in there."

"When were you in the storm, Ernie? Wasn't that during a National Balloon Race?" asked Hibert.

"Yeah, it was during one of the races all right—the 1928 affair that started from Pittsburg," answered Ernie.

"Come on, quit stalling," broke in Mays. "You took us in the game. It shouldn't be asking too much to have you tell us about the affair."

"Well, about the spring of 1928, George Hineman (you boys remember him. He was always sort of wild about balloons), suggested that we build one. At that time we were living in the same apartment in Detroit and were both on duty at the Detroit Aircraft Corporation when they made the "Tin Blimp," the one that was stitched together with little wires to form rivets.

"George arranged to build it in the basement of our apartment. We didn't have much trouble getting help or advice as the country at that time was getting air-minded at a pretty fast clip."

"You mean you built one yourself?" asked Mays, who, at this time, was giving the ice box a thorough going over.

"Sure, and it was a darn good one, too," said Ernie.

"You see, George was an old University of Michigan graduate so he knew they had a balloon basket up there. We arranged to borrow it to try out our balloon. Everything seemed to work fine in our early flights so we packed it up and towed it to Pittsburg for the race. I felt pretty secure having George for a pilot as he had about 50 successful flights to his credit and was considered an authority at that time, and still is."

"Who's got a match?" asked Hibert who just found a cigar butt some place.

Ernie reached one to him and continued, "About the time the race was to start, several thunder heads could be seen in the distance. As they seemed quite high up, they didn't concern us much.

"We had planned on sailing along at about 2,000 feet altitude and let them pass over us. The race started and we got away in pretty good fashion. Things didn't wait long to happen. About the time the thunder heads were directly over us, we were caught in an up draft that shot us up at a terrific rate to 8,500 feet. Oh, boy, what a thrill! About the time we caught up with ourselves, we started back down at a faster rate of speed than we arose. Thick clouds below us blotted out the earth. Suddenly we heard terrific explosions all about us and realized we were sitting in the middle of a thunderstorm."

"And no place to run," chirped in Smeltzer.

"We weren't thinking of running. We were trying to slow down the old bag that was now behaving like a well-greased elevator. We didn't dare valve out gas into the highly charged atmosphere so we just



continued on up or down and, believe me, that wind was so strong that we couldn't even throw sand over the side and hang on. When we broke through the clouds below, we emptied everything we had out of the basket and slowed it down. At this point, we passed another balloon with one unconscious man hanging in the basket and another, who had tried to jump in a parachute, caught in the drag rope where his chute had fouled. There wasn't anything we could do for the poor devils."

"Hurry up, tell us how you were saved," said Hibert.

"Well, we attempted a landing and hit the ground and a large cherry tree at the same time. Before we could get out of the basket, a ground wind caught us, broke off a large limb from the tree, which caught in our basket, and once more we were in the air. The cherry limb was a lucky one all right, because we chopped it up and used the pieces for ballast and it enabled us to effect a proper landing a little later."

"When we landed, we were informed that all but three balloons were destroyed, two pilots killed and several seriously injured. The pair we passed, succeeded in landing. The unconscious one in the basket had been struck by lightning.

"George and I were glad to get down but it wasn't long before we both were up again.

"Well, I guess that's enough bedtime stories for you. I'll see you all tomorrow, and, say fellows, don't noise this around the shop or someone will write it up in the *Consolidator*."

"No, we won't mention a word," they all promised—the liars!

Yes, Ernie has had an adventurous life. Besides ballooning, he has spent many years at aircraft work. He was inspecting at the Goodyear Zeppelin Factory at Akron, Ohio, and handled much work on the two Navy zepps built then, as well as several smaller blimps.

He was later attached to the Inspection branch of the Naval Air Station at Lakehurst, New Jersey. From that position, he moved to Buffalo and *Consolidated* and made the "Great Trek" to San Diego with the Buffalo contingent. Last year, he was assigned to *Consolidated* as a Naval Procurement Inspector.

He'll be troubled for years now, verifying the story about the balloon race, so all we can say is "Good luck, Ernie, and happy landings."

"Stooge" Steimke has a feeling he's letting himself in for a beating by writing the above.

No. 6140.

## The Parking Problem

The Company is spending over \$10,000 to provide proper parking facilities for employees' cars. The parking areas have been graded and surfaced, and creeping foliage is being planted on the face of the bank at the east side of the south parking lot. As soon as the paved surface has been properly seasoned and compacted by traffic, it will be properly marked off with stripes indicating the driveways and parking spaces.

Until such time as it is possible to do this striping, the observance of a few simple rules will insure equal privilege and lack of inconvenience to all.

1. Do not park in reserved spaces. The visitors' spaces are reserved for salesmen and others visiting the plant during the day, and are not for the convenience of late comers in our own organization.

2. Park at right angles to Pacific Boulevard or railroad tracks.

3. Do not park in driveways or at an angle to the prevailing direction of parking.

4. Do not create a third row in two-row parking areas between driveways. On Wednesday, December 9th, approximately fifteen people were prevented from going home to lunch by the forming of a third row which pocketed their cars making it impossible to move them.

Some of us, who do not drive to work, have been taking a short cut by climbing the bank at the east side of the south lot. This is injurious to the property as a whole, and signs have been posted, requesting our people not to climb the bank. In spite of this, the practice still persists. The company could and would, at small cost, install a stairway at some convenient point along the bank, except for one reason. The top of the bank marks the eastern boundary of our property, and such a stairway would encourage trespassing on the right of way of the Santa Fe R. R. Therefore, please observe this rule and do not climb the bank.

The undersized husband was trying on the overcoat his wife had bought him for his birthday.

"You know, dear," he said, gazing at himself in the mirror, "this is a nice present and all that, and don't think that I'm ungrateful. But really, isn't it much too large for me?"

"I know, my dear," she returned. "But we can't help that. You must remember that it's got to cover the radiator of the car in cold weather."

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on the municipal ramp prior to the take-off for Miami.

THE advancement of aeronautical science received new impetus when our new "X" Boat, the United States Navy's latest answer to the policy of adequate National Defense was revealed to the public gaze.

This leviathan of the air, known in Navy nomenclature as the XPB2Y-1, is a giant flying boat, whose lines nevertheless are so graceful as to belie its mammoth proportions. It is a four-engined, all-metal monoplane. Its wing is of the full cantilever type, mounting four Pratt & Whitney engines of 1050 horsepower each.

In order that this patrol bomber may be entirely independent of any base for an extended period of time, the hull has been protected from corrosion by latest approved finishes. Beaching gear is installed which may be removed and stored in special racks within the hull structure.

All facilities for extended flight and comfort of personnel are provided. These include commodious sleeping quarters, living quarters, galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a well-equipped workshop complete with all appurtenances.

For safety in the air and on the water, many novel adjuncts have been provided.

All necessary navigation and engine instruments are conveniently placed and there is, of course, a complete radio installation.

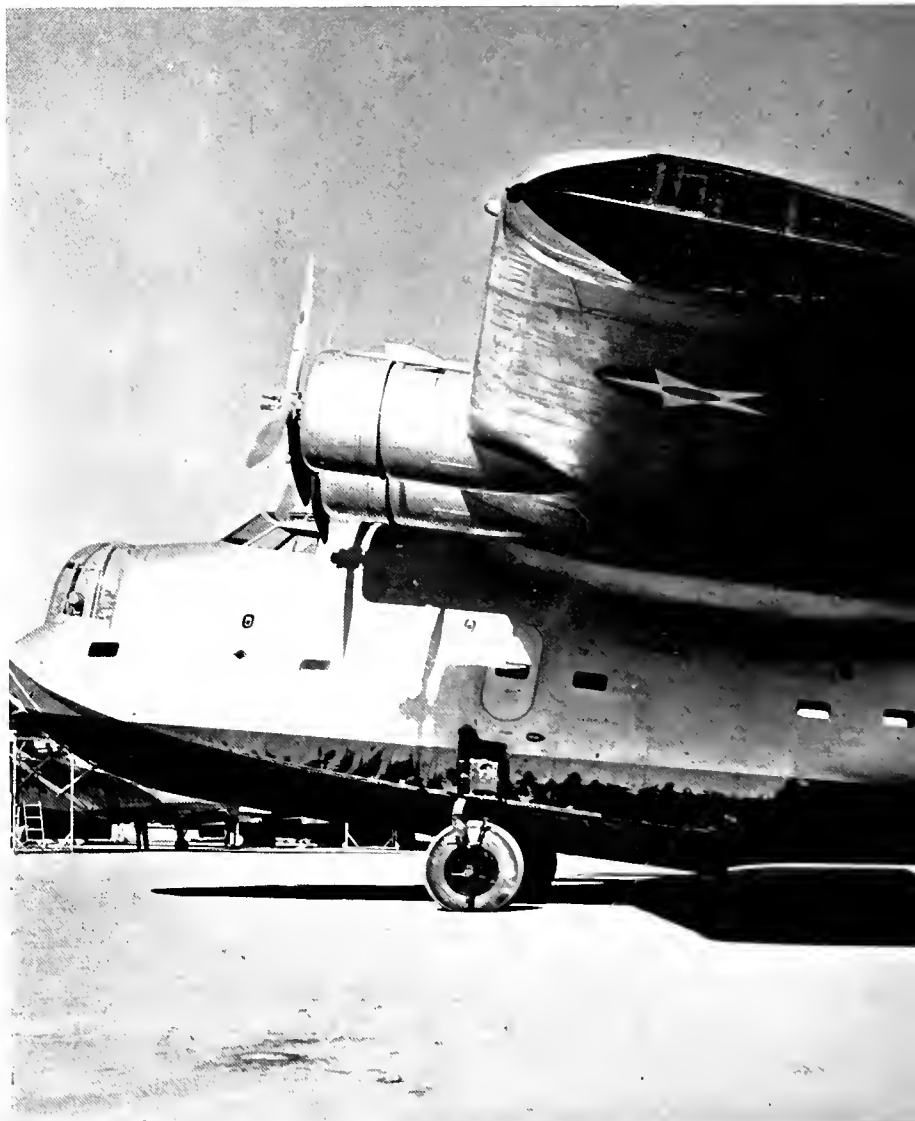
Another novel feature is the installation of retractible wing tip floats which,

in flight, are drawn up to form the tip of the wing, thus increasing the performance of the patrol bomber materially, while at time of landing, they are let down and form in addition to necessary floatation for the wing tips, an additional braking effect for slow landing.

A complete telephone system is installed within the boat whereby any member of the crew may contact any other member.

A 110-volt alternating current electrical system is also provided, powered by auxiliary power plant motors.

Another feature of an extremely valuable nature is the provision of a special navigation turret aft of the wing. Here the navigator may station himself with his instruments. He has a completely unobstructed view of the sky for celestial observation. Armament details are with-



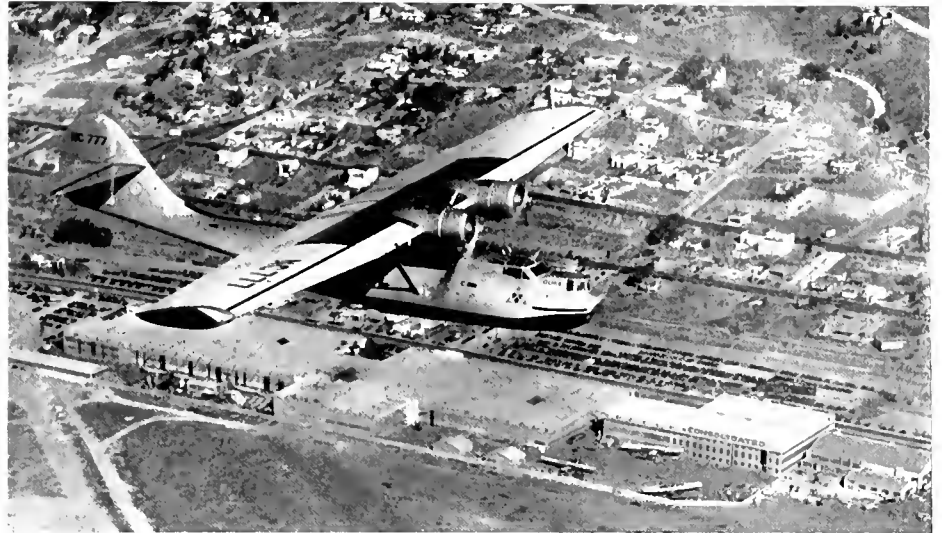
SAY YOU SAW IT IN THE CONSOLIDATOR

# BOAT

held in accordance with Navy policy; however, complete and powerful protection is provided in all directions, rendering the plane practically invulnerable. A tremendous load of bombs may also be carried.

Performance data has also been withheld, but it is sufficient to say the speed of this air "battleship" is exceptionally high, while ceiling and range are also most remarkable. The first flight will occur in the very near future and it is planned that performance and test flights will be carried on in the vicinity of San Diego for the next few weeks.

After acceptance by the Navy Department, the "Air Battleship" will be flown to one of the United States Naval Air Stations, where exhaustive tests will be conducted. We, of *Consolidated*, and



The "Guba" flying over *Consolidated* plant.

others who have seen the ship, believe that its premiere marks a new era in the National Defense Program of the United States.

## GUBA

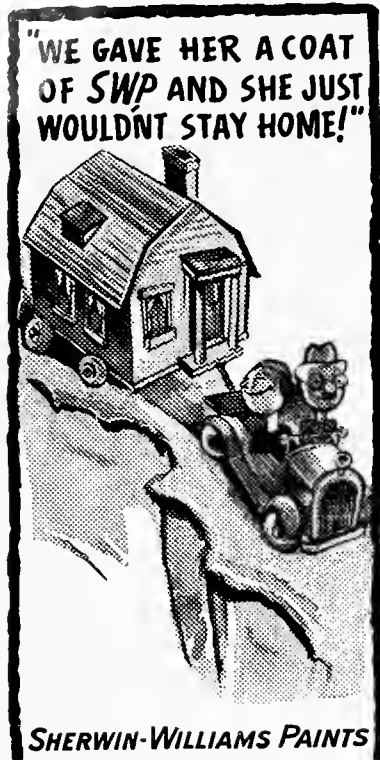
**B**UT once in a lifetime (if ever) does man have the thrill of possessing the world's largest privately-owned airplane and of making a record non-stop transcontinental flight; but to Richard Archbold, Research Associate of The American Museum of Natural History, this thrill came for a second time—within one year—when he took delivery of his new *Consolidated* Commercial No. 3 PBV-2 type flying boat, after its non-stop flight from San Diego to Miami in 14 hours, 10 minutes.

Last June, after taking delivery of his Commercial No. 1 PBV-1 type flying boat, Captain Archbold made a series of test flights to Boulder Dam, and Lake Tahoe and then set a transcontinental record for this type of craft in his non-stop flight from San Diego to New York, completing the 2600 mile trip in 17 hours, 31½ minutes. Following this trip, many flights were made in and about the north-east part of the United States, testing out the special scientific equipment which was installed in the airplane.

When, in August of this year, Sigismund Levaneffsky and his Russian Trans-Polar Flight companions were lost in the Arctic Circle, Captain Archbold sold his first airplane to the Russian Government, who employed Sir Hubert Wilkins, noted Arctic explorer, to lead an expedition with the boat, in search of the lost fliers. Sir Hubert flew from New York to Copper Mine and Aklavik, in the northwest territory of Canada, which were headquarters for the searching party. In discussing the conditions encountered, Sir Hubert said, "During our search, we covered over 19,000



SAY YOU SAW IT IN THE CONSOLIDATOR



SHERWIN-WILLIAMS PAINTS

**FRAZEE'S**

PAINT—WALLPAPER

Broadway at Tenth



ALSO  
FAMILY  
SIZE



CREAM ROOT BEER  
NU-TASTE (Lemon)  
BO-KAY (Orange)  
GINGERALE  
LIME RICKEY  
PUNCH (Grape)

GAZOSA BEVERAGE CO., SAN DIEGO

miles of intensive flying under the most adverse weather conditions, flying over rough and uncharted terrain and, for the most part, heavily loaded with fuel, supplies and equipment. At times the boat was loaded to a gross weight approximating 31,000 pounds but, nevertheless, took off with utmost ease, frequently from bodies of fresh water where takeoff is more difficult than from salt water." Although the search for the lost fliers was in vain, Sir Hubert congratulated *Consolidated* and its personnel for the excellence of "this magnificent airplane."

After the arrival of Captain Archbold's new boat (again called GUBA and again with license NC777) in Miami, the airplane became the flagship of the annual Miami-Havana Cruise, acting as a mother ship to the twenty smaller airplanes which crossed the Gulf from Key West to Havana. In selecting the Guba to be the flagship, the officials of the Miami-Havana Air Cruise commented on its excellent arrangement, its radio facilities, its blind flying equipment and its Sperry Pilot. It is probable that no other airplane in the world is better equipped than the Guba for long distance flights in any kind of weather.

Captain Archbold, early in 1938, will fly the Guba across the Pacific to New Guinea, where he will head an exploration expedition sponsored by The American Museum of Natural History.

George McAllister, the Globe-Trotting lad of the Planning Department has again gone on another jaunt. This time, the "Call of the Wild" took hold and "Mac," as he is known to his pals in Planning and Anodize, has gone to Alaska. It seems that the good old American dollar has called.

George left last month by bus for Seattle, being delayed there for one week due to the shipping strike. From Seattle, he travelled to Seward, Alaska,—from Seward to Anchorage,—to Fairbanks by train—and from Fairbanks to his destination, Nome, by plane.

George's old pals wish him well and hope that he will return soon. Confidentially, quite a few well-wishers wish they were with him.

Nos. 6140 and 6073.

A surprise party was given for Chuck Hibert, Foreman of the Spot welding Dept. by his wife. Some of those present were: Emil Johnson and wife; E. M. Wright and wife; and Jimmy Mayes. The party was a complete surprise to Chuck. It is reported that Chuck really got into the "Spirit" of the occasion.



### Routine Delivery

IN the fifth non-stop mass formation flight of the year, the United States Navy Department, on December 8, flew fourteen *Consolidated* PBY-2 patrol bomber airplanes from San Diego to Coco Solo, Canal Zone—an epochal 3,090-mile flight—in 22 hours, 20 minutes—breaking all previous mass formation flight records for distance and time.

Led by Lt. Comdr. B. E. Grow, the heavily-loaded ships, each with its two Pratt & Whitney Twin Row Wasp engines, gracefully soared out of the water in rapid succession and headed out to sea. The fourteen ships took off in 19 minutes, establishing a new record for takeoff time. Although Navy officials described this as another routine transfer of equipment, the aviation world heralds the reliability of Navy operations in successfully completing four delivery flights, for a total of 140,000 airplane miles made by fifty airplanes—all of the flights being made under adverse weather conditions.

Other delivery flights of PBY type airplanes made by the Navy:

*January 28:* 12 PBY-1 airplanes, under Lt. Comdr. William McDade, made non-stop formation flight from San Diego to Pearl Harbor.

*April 13:* A squadron of 12 PBY-1 airplanes, under the command of Lt. Comdr. L. A. Pope, made a second non-stop formation flight from San Diego to Pearl Harbor.

*June 21:* A third squadron of PBY-1's, under the command of Lt. Robert W. Morse, made the third formation non-stop flight of the year—this time from San Diego to Coco Solo, creating a new international formation distance record of 3,087 miles. The record established by Lt. Morse was broken by the latest flight on December 8.

He reached for his camera.

The camera was there.  
We looked at his saddle.  
The saddle was bare.

He slid from his horse

In a most graceful fall,  
'Twas the fate of Prince Ronny,  
I mean Ronny Small.

He flew thru the air

With the greatest of ease,  
To land in the Cacti  
And not on his knees.

Some Cacti have needles

And others have none,  
This Cacti was spineless,  
Or would we have had fun.





League No. 1

Team Standings:	Won	Lost
Office .....	16	4
Tank .....	16	4
Engineering .....	13	7
Production .....	10	10
Leadmen .....	9	7
Machine Shop .....	8	12
Experimental .....	7	9
Spars .....	7	13
Welding .....	5	15
Draw Bench .....	5	15

With the turning of the fifth consecutive week, we find a few upsets in the Tuesday night No. 1 League. The Draw Bench team which had, up to now, been losing consistently and seemed destined to hold down the cellar position for the balance of the league, suddenly rallied forth to take three points from the strong Machine Shop team. Keep up the good work, Draw Bench.

The Office Team which had been carrying top honors in the league, now finds a serious menace to their top position in the strong Tank Team which succeeded in taking four points from the Welding Team to tie them up with the Office in first position. Better watch your laurels, Office!

Among the higher bowlers in the December 7th play, we find:

Harry Miller .....	630
Tom Kennedy .....	593
C. Poltowicz .....	575
G. Clayton .....	553

League No. 2

Team Standings:	Won	Lost
Cutting .....	16	4
Sheet Metal .....	15	5
Bulkheads .....	12	8
Wing .....	11	9
Tail .....	10	10
Hull .....	9	11
Stockroom .....	8	12
Cowling .....	8	12
Metal Bench .....	6	14
Inspection .....	5	15

The play of December 3rd finds the Cutting and Sheet Metal Teams still fighting it out for top honors; the Cutting team having only one point better than that of the Sheet Metal. Undoubtedly we shall see quite a bit of keen competition on the part of these two teams.

The following scores were noticed after

the boys rolled it off on Friday night, December 3:

M. Brooks .....	655
J. Meyers .....	533
J. Edwards .....	524
G. Burke .....	524

The independent Engineer's League seems to be rolling along quite well; the Fixed Equipment team having a fair lead over the rest of the teams. After rolling them down on December 7th, the following standings resulted:

	Won	Lost
Fixed Equipment .....	19	9
Armament .....	16	12
General .....	15	13
Production .....	14	14
Structures .....	14	14
Electrical .....	6	22

Christmas Wishes

Fie-dee-diddle and tra-la-looly, just feast yer glimmers on this special confidential list secured from J. Santa Claus, North Pole distributor for the Consolidated area, scheduled for December 25th distribution!

"Jes" Leonard wants a set of water colors; Hank Leegle, tin snips; Eddie Voelkle, a tricycle; Dolan, roller skates; Jimmy Wainright, lorgnettes; Cederwall, crayolas; Hank Golem, a lathe; Steve Powell chewing gum; (Grace Koenig has also put in for chawin' terbacca); Jimmy Wilkinson, suspenders; Mineah, an injun suit with tailgroup feathers in the head-piece; Criss Englehart, a monkey wrench; Bert Rowan, a red and white striped sweater; Hotchkiss, a rowboat; Frank Learman, round trip train ticket to Miami, Fla.; Johnny Strachan a lollypop; Leo Bourdon, a blowtorch; Charlie Tailer, a set of wrenches; Borque, a 24-carrot goldfish; Geo. Young, a home workbench; Art Petzon, a piece of American Mince pie; Geo. Wire, animal crackers; Bert Bowling, a French poodle; C. L. R. S. Smeltzer, a B.M. and a M.A.; Rupe Pownder, one nite's sleep; McGinnis, a patented hole in one golf ball; Al Ballard, some easy going shoes; Hibert, a welding torch; Bill Waite, rag doll.

"Dave" D.

Smokie Montie

I, "Montie," the night Welder in the Tool, doesn't have anything to argue about with the Ace Brothers now that the Padres Ball Season is over, but now and then he seems to mumble something about his Buick not working. Awhile back, the darn thing smoked too much.

No. 1234.



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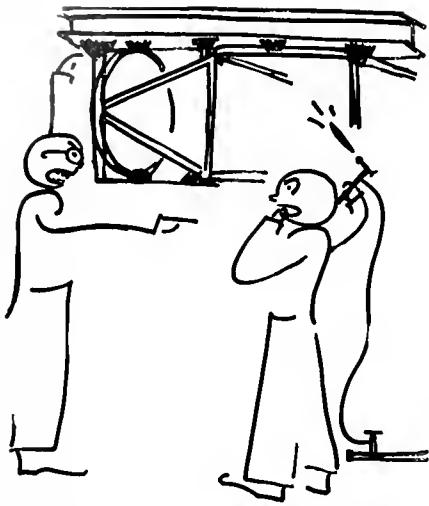
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HELL, MAN! YOU'VE  
WELDED THE ENGINE  
MOUNT TO THE JIG !!

Smitty, of the Tool Crib, lost his candy. Ealy wouldn't eat your candy—Oh, no!

Cannary went to the Turkey Shoot—hit all bulls-eyes on practice—why get so nervous on the Shoot, Cannary? Better luck next time.

Shorty, of the Engine Lathe, came by \$2.50 the other day. Boy, these will be some cigars the wife won't know about!

Andy, what do you mean passing that ostrich off as a turkey?

All from 2570, Roberts.

## Machine Shop

I, being an enthusiast toward the art of "grunt and groan" (wrestling to you more conservative aircrafters), and not being able to recall having seen any material connected with this subject in the *Consolidator*, shall endeavor to scribble at random a few lines.

A number of us are constantly working with some of the best amateur wrestlers in Southern California. It is an obvious fact that we do not have any wrestlers of world-wide fame, such as Dean, Detton, or Jim Londres; but, in my estimation, we have men who are as capable as these professional wrestlers.

These wrestlers in the factory are strictly amateurs. They choose to wrestle because they love to wrestle. As the musician delights in hearing sweet music, our wrestlers delight in hearing the melodious sound of the breaking of bones as due pressure is applied.

The writer has often wondered why *Consolidated* has not assisted in having "smokers" for the workmen interested in wrestling. These men could, at this time, demonstrate their prowess.

Within our midst we have over a score of wrestlers. Each one of them is able to show his capability.

Chiefly among these wrestlers are Danny Warton, Bob Hyder and Harry Hottenstein. Each of these boys distinguished himself in high school. Each of them is a Southern California champion in his respective division.

Hottenstein is an exceptionally clever

matman. He is probably the best protege ever tutored by Coach Frank Crosby and Crosby has an enviable record of success. While in high school, Harry gained the Southern California championship three times. He also defeated the "All-Navy" Champion.

With men like those we have just mentioned, it seems as though a very fine performance could be put on for *Consolidated* workers and their families.

Bob Ramet, 2518, Nite Crew.

Smiths as thick as flies!

The Machine Shop Night Crew has one for Ripley's Believe-it-or-Not-Column. They have four Smiths—none related—and all with their bare faces hanging out. Three of them work side by side; the fourth?—well—I assume he is an outcast because he works in the Machine Shop Crib.

The Night Timekeeper was stumped for a while because, when he asked where Smith was, he would be surrounded by them, like that old saying—"Smiths to the right of him; Smiths to the left of him"—Smiths became a nightmare. The Timekeeper finally solved the problem. He talked the Smiths into special diets. Smith Number one is on an onion diet; Smith Number two is on a garlic diet; Smith Number three is on a licorice diet—and Smith Number four—well, he has a peculiar odor all his own—maybe that is why he was exiled.

Anyway, if the lights ever go out in the Machine Shop, the Timekeeper will still be able to carry on. The hitch is that there are not enough Smiths with "sense" all their own.

—Warren.

Mickey Burleigh, Winger, has left *Consairco* to accept a position with the San Diego Fire Department. Mickey is well-known here at *Consolidated* and his many friends wish him luck as a "Smoke Eater."

It's rumored around that George Rondabush would like to go to Russia. The only drawbacks are double fare and flat feet.

No. 1305.

TAILORS TO GENTLEMEN OF DISCRIMINATING TASTE

SHOWING  
of fine domestic  
and imported  
WOOLENS

your inspection  
is welcomed  
in the salon of

Stan Newcomb

SUITE  
SIX-SIXTEEN  
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FASHION INDIVIDUALIZED TO PERSONALITIES

Good Food at  
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Open Sundays  
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Morgan's Cafeteria

1047-1049 Sixth Ave.

Between Broadway and C St., San Diego

## Rules of a Wholesale Drug Company in 1864

*"The following Rules Will Be Put in Force at Once."*

"Store must be opened promptly at 6 a. m. and remain open until 9 p. m. the year around.

"Store must be swept; counters, base shelves and show cases dusted; lamps trimmed, filled, and chimneys cleaned; pens made; doors and windows opened; a pail of water and a scuttle of coal must be brought in by each and every clerk before breakfast if there is time to do so, and attend to the customers who call.

"Store must not be opened on Sabbath Day unless absolutely necessary, and then only for a very few minutes.

"Any employee who is in the habit of smoking Spanish cigars, getting shaved at a barber shop, going to dances, and other places of amusement, will most surely give his employer reason to be suspicious of his integrity and all-around honesty.

"Each employee must not pay less than \$5.00 per year to the church and must attend Sunday School every Sunday.

"Men employees are given one evening a week for courting purposes, and two if they go to prayer-meeting regularly.

"After 14 hours of work in the store, the leisure time must be spent in reading good literature."

### QUAILING

There are about five "quail call" artists(?) in the Hull Dept. However, about all they do is "call". No fooling, they scattered about a half a case of shot in no time, and when the smoke cleared they had wet feet, were full of cacti, hungry, and had a total of three quail.

Motorist (after a three-mile chase):  
But officer, I wasn't going too fast, was I?  
Officer: No, you were flying too low.

C. Baldwin says the latest gadget on his car is his new "Spark Plug Suppressors." Baldwin is the man with the hat on, that is in case you want to improve your radio reception.

Phone Hill. 8712-J2 Under New Management

**KEN YEN**  
Riding Stable  
(Formerly Kennedy's)

2546 MORENA BOULEVARD  
Off Coast Highway 101 San Diego, Calif.

### WOW!

Oil Companies had better check cars like Joe Noel's (the Night Tool Room's Shark). The reason for an investigation is that his newly-purchased Willys only gets 350 miles to a gallon of gas. You had better take it back and demand a refund.  
No. 1234.

We understand there is an open challenge to anyone, to play against the day champion golfer of *Consolidated*—Game to be played any working day.  
How about it, Mr. Walker?  
Hank Neymier

Our good friend Ed Lang bagged eight quail, four rabbits, and half a bag of abalone. We're wondering, how come the abalone? Ed says all you have to do is live right and things will come your way.

How about the dispatcher that waited until the quail had gone to roost and then shook them out of the tree. He also shot at them at that ungodly hour.

George Newman, Jack Thompson, and Hank Golem spent the week-end of Nov. 21st and 22nd in Imperial Valley quail hunting. They took their new trailer with them. Needless to say they did some very good shooting.

Al Butzin, and Gene Pasek both contend that quail hunting is much more economical than dove hunting. You certainly can't waste many shells when there's nothing to shoot at.



**I CAN AFFORD THE  
MINISTERS' FEE —  
BUT NOT THE SALES TAX**

"Red" Barnes (1860 of the Sheet Metal) certainly goes in for celebrities these days. Ask him about Alice Faye sometime.  
McCartney, 1716.

What Timekeeper resembles Robert Taylor? Maybe he might be lucky and crash the movies as Taylor's double . . . or would that be lucky?

Somebody spoke up the other nite and said, "There goes half the Paint Department." It was Ross Dilling.  
Art Thursam.

**FULLER PAINTS**  
*They last . . . .*

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VARNISHES  
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## Rosie's Dog

By Hep

One of our more efficient lead men in the Hull Department, whom all the boys know as "Rosie," found an elegant creature of the canine species and proceeded to make a home for him.

After giving him a bath, buying a license, and making said individual as comfortable as possible in his new surroundings he proceeded to make him a member of the family. "Rosie's" love, for this small "waif" of the streets, grew until it knew no bounds.

And then: Tragedy! The owner of the dog ran an ad: "Will party who picked up small Scotty dog please return."

What should he do? Should he sacrifice his love for this animal and give him up, or should he defy the law and keep him for his own?

Fellows, let us stand by "Rosie" in his fight for justice and give him any word of advice or sympathy we can. Note: When calling at "Rosie's" home, please knock at the rear rather than ring the door-bell at the front of the house. Door-bells give him such an uneasy feeling.

I would like to have someone in the Tool Room explain the difference between a looking glass, mirror and magnifying glass. How about it, Mundowski?

Art Thursam.

We wonder what was the matter with the day men in the Tool Room? As we understand it, they came to work one morning and then all started for the South Gate. The Mystery? The night before the Tool Room was given a general cleaning!!

The gateman enlightened them to the fact that this was still *Consolidated Aircraft* and that they were in the right plant.

Art Thursam.

### NIGHT ANODIC

"Motorcycle King" Slattery tells me he has sold his "two-lunged" gasping steed for a more up-to-date '32 Plymouth. Slattery says, "It sure is swell. 95 M.P.H., 25 miles per gallon of gas, 4-wheeled hydraulic brakes, Pringle in high." When asked in the middle of this "spiel" how the upholstering was he said, "Just like new, well, that is it's got a few holes in it." Which caused me to wonder if his story hasn't got a "few holes in it."

## The Path of Progress

*Patents granted various optimistic inventors by the U. S. Patent Office last week included the following:*

A net to protect cities from airplane bombardment. Suspended horizontally on springs the net would catch the bombs as gently as if they were circus acrobats, prevent them from exploding.

*Other patents granted in recent weeks:*

Rubber spats, to prevent wet ankles.

A baseball bat sheathed in sponge rubber, to diminish the frequency of foul balls.

Doughnut shaped bath soap, to be worn on a cord around a bather's neck to keep it from escaping.

A lifebelt containing a tube full of sulphuric acid and a portion of bicarbonate. Any slight jar breaks the tube, generates carbon dioxide which automatically inflates the belt.

A oil can with a rubber spout (undentable, non-clogging).

A toothbrush with a rubber bulb on the handle, for rinsing the teeth while brushing.

A talking automobile horn, carrying any desired admonition on a sound disk.

Women's cigarets which produce smoke in any desired color.

Spiral wrappings for hot dogs.

A mold for forcing Hallowe'en pumpkins to grow into any desired shape.

A gun which shoots a disk on the end of a plunger at house flies.

A pie pan with markers on the edge, to facilitate cutting pie into just and equal pieces.

Side bumpers for automobiles.

A shirt with built-in necktie.

Another for the column; we found "Sinn" in the Paint Shop, walking around—and at night! What is the world coming to! (He is a painter.)

No. 626.

"Cannon Ball" Byler is the boy who "used to be" the one who would get out of the South Gate, into his car, and be going past the North Gate about 65 M.P.H. by the time the rest of the gang from Anodize would be saying "Nightly Night," to the gate-keeper. John Law just about caught our future "Speed King" one night, so lately Mr. Byler doesn't seem to be in any hurry to get home. No Sir, in fact some nights I wonder if he'll ever get home.

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Smart modern appearance. Black cabinet—silver trimmed.  
Dynamic speaker—automatic volume control.



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A toy for tiny tots  
—only 15½" high.  
Easy to pedal and  
steer. A real value.

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**Seventh and Market**

Franklin 6258      ED SCOTT, Manager



**\$2<sup>75</sup>**  
UP

**VELOCIPEDES**  
Newest streamline models.

**Tool Room Tiddles**

By No. 1347

Radick says the law of contrasts is getting him down! One night he is on dupling Ruske master templates for bulkheads and what nots, the next on infinitos so small his glasses do him dirt . . . Robert (Lathe Hand) needs a bench atop his machine or else a pair of roller skates would be appreciated . . . John (not Jack!) Donahue, Tool Crib, cannot get over his habit of premedic-ing the various essentials called for by the toolmakers and others! . . . Joe (Stock Clerk and Embryonal Toolsmith) can not be made to believe his jitterbox can go over forty—but John Law may be judging a Willys doodlebug that way! . . . Rumor has it that one of these days, the fool-proof ultra-modern auto will evolve out of the collective mental and corporeal wrenchings of the Tool Room during their off-duty hours—Well, here's tuh ya! . . . Bench 5 (Nites) certainly must go through some confounded cranial gyrations in his spare time. Ritchie ("Bob"—the Tamed Tomahawk Tosser) contends he operates his eight-cyl. blunderbuss on 18% steam, 22% gas vapor, 34% regenerated exhaust gas—What's the rest? Hot Air? You guessed it—Super Hot! . . . Monty (Nite Welder) says a toolmaker is nothing but a welder with the brains knocked out! . . . Bates (Tool App.) sure must be glad he is not in the Navy at present. From the way he walks, oh Buddy, what a panning the old outfit would give him!

I wonder who the man in the Sheet Metal Department was who wanted to know whether one-fourth of an inch was the same as one-quarter of an inch. How about it Craig?

Art Thursam.

**Fowl Play?**

Along about Thanksgiving, Hank Neymier won a small 30-lb. ostrich.

Dick Emrick usually rides home with Hank, relaxing in the front seat, but this night one of our company "G-Men" swears he saw Emrick riding in the rumble seat.

Well, of course, we shouldn't complain if Dick Emrick didn't, but we wonder if Neymier actually had a chicken in the front seat and was it a blonde or brunette?

How about letting us in on the secret, Hank?

Cy Stronsty.

We understand that our old friend Margaret is not as Coy as she used to be.

**Tool Room**

Oh my! K. Seely, Shaper, handworked on a four-chuck lathe the other night and got such a sore arm that he couldn't go shooting—poor clay pigeons! He tried telling us the rain kept him away.

John Donohu, Tool Crib clerk, has started playing golf . . . that game where you hit a little white ball, then look for it. He refuses to play his only challenger, J. Noel, who shoots about 100.

It looks like W. V. Hostetter is going to have a Christmas. He just won the pool for the best poker hand—get it?

No. 1207.

Charlie Taylor and Robbie Robinson of the Tool Room went fishing at Barrett Lake a week ago Sunday. They didn't catch a thing until just about time to come home when they caught on to the secret of it, which neither one would divulge. They marked the side of the boat where they caught the most fish, so that they would know where to catch them the next time.

Red Roberts, the "big boy", would like to have a pit dug by the little hand mill so he could see what he is doing without getting down on his knees. (By the way, Red is 6' 6".)

No. 2519.

**Headquarters For  
Holiday Foods**

including Christmas Candies, all kinds of Nuts, Oranges, Apples, Fancy Groceries, Finest Meats and Poultry

**SAFEWAY**  
and **Pay'n Takit**



*Gifts of Magnificence*

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Where can you buy so fine, so lasting, so striking a gift as a Sheaffer Lifetime pen, matched pen and pencil ensembles, or desk set, at anywhere near the price?

**Sheaffer Pens, \$2.25 and up**  
**Ensembles, \$2.95 and up**  
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**Arey-Jones Company**  
**Stationers . . . . .**  
**933 Fourth Ave.**  
**Opposite Plaza**

Visible Skrip Supply



Special to *Consolidator* from Spring Valley Bugle, Spring Valley:

"Quail Get Break"—Dextrous hunters from the *Consolidated Aircraft Hull Dept.* with big appetites for a delicious quail dinner, set forth on a big hunt a few weeks ago—but alas and alack, they came back tired and worn out with the following results:

Roy Kendall .....	None
Mrs. Roy Kendall .....	None
Nick Tuevsky .....	None
Mrs. Glen Hotchkiss .....	None
Walter Boyer .....	One
Red Chaplin .....	Two
Glen Hotchkiss .....	Three

Better luck next time, folks.

I wish to express my sincere gratitude for the kindness and generosity extended to me during my recent illness, by my fellow-workers.

Ed White, 7260, F. A.

How would you like to live on a milk diet for 21 days? Well, "Tiny" Orrell has or is doing just that. Orrell says, "I can't look a cow in the face anymore. I've had pure milk, pasteurized milk, hot milk, cold milk, and for dessert ice cream, but it still tastes like milk." Orrell said it was his doctor's orders but—I've heard rumors that he's running a reducing race with "Warfield Wally" or "Big" Slattery of the Night Paint Crew.

*Life is too short to waste  
In critic peep or cynic bark,  
Quarrel or reprimand.  
'Twill soon be dark:  
Up! Mind thine own aim and  
God save the mark!*

—Emerson.

J. O. Davis, 1575.

I do not think I'll ever be much help around a Christmas tree,  
A smiling tree that gaily gleams, whose friendly rafters kiss the beams.  
When I festoon the tree with spangles I usher in domestic wrangles.  
I yearn to show where things should go, but I'm, alas, malapropos.  
I'm like the funny circus clown: what others hang up I knock down.  
Poems are made by fools like me, but only wives can trim a tree.

—Arthur L. Lipmann.

From: Office Economist, Nov.-Dec., 1937.

## BREWSTER AERONAUTICAL CORPORATION

*Designers and Manufacturers of Aircraft Parts*

LONG ISLAND CITY

NEW YORK



To our faithful old friends and our cherished new friends we tender

### Hearty Christmas Greetings

May the New Year be for you a happy and prosperous one, and may it be our privilege to add to its success.



F. H. OLSEN & WOLCOTT CO.  
INSURANCE COUNSELORS

Telephone Franklin 5141  
San Diego Trust & Savings Bldg.  
SAN DIEGO, CALIFORNIA

## Tail Spins

"Household Hints": Two old evening gowns sewn together will make an excellent penwiper.

It takes a highly intellectual individual to enjoy leisure; most of us had better keep on working.

A fool and his money are soon *partied*.

No girl can do anything for a man as long as some other girl feels sorry for him.

Most of us boys at *Consolidated* who go horseback riding for the first time never knew before that anything filled with hay could be so hard.

A censor is a man who has taken your fun where he found it.

A million dollars makes a man handsome, noble and brave.

The only way you can get any fun out of a kiss is to give it to someone else.

An ideal boy friend is one who is clever enough to make money and foolish enough to spend it.

"The hardest job in the world": an auto-thief trying to steal a car at a country club dance.

A girl can get into a lot of trouble with a beau and error.

An old Scotch remedy for curing seasickness is to hold a coin between your teeth.

Santa Claus only comes once a year so I'll break down and wish you all a *Merry Christmas and a Happy New Year*.

James Harvey Roberts, 4402.

## Worried

They say that if a rabid dog bites you the next thing you can expect is a case of rabies. This has given rise to a saying that whatever a dog that bites you has got you'll get it too.

This superstition is greatly worrying a Logan Heights matron. A dog recently bit her and she found out that it was the mother of 10 puppies.

## Solved the Problem

A man had applied for admission to the army in 1917 when the war broke out and the doctors told him he couldn't get in because his teeth were bad.

"But I want to join the aviation," said the man. "They don't bite the enemy to death in that service, you know."

He got in.

Bill Gilchrist, 811.

The *Consolidator* extends sincere sympathy to F. H. Olsen, No. 1779, and Pietro Guarino, No. 6032, in their recent bereavements.

### The San Diego Flying Club

THE San Diego Flying Club is happy to announce the addition of another new ship to its "squadron"—this time a Taylor Craft, a truly modern airplane incorporating all advance features, such as side by side seating with dual wheel controls for more efficient training, roomy cabin with wide range vision, large luggage compartment for long distant trips, steerable tail wheel, brakes and an automobile type instrument panel with tachometer, turn and bank indicator, airspeed, oil gauge, temperature gauge, altimeter, gas gauge, clock and compass.

We heartily welcome the following new members into the club—Mr. Fitzpatrick of Solar Aircraft; Mr. Cattrell of Ryan Aircraft; Mrs. Stackhouse; Mr. Frindt of Consolidated Aircraft and Mr. D. B. Mommsen, Chief Petty Officer, Squadron VP7, North Island.

Through the club's efforts, plans are now under way for forming a new class at the San Diego Evening High School for the instruction of Air Navigation and Meteorology. The class will convene two nights each week with Mr. Flag as instructor. Details will be announced very shortly.

All members are cordially invited to attend a New Year's Eve cocktail party to be given at the home of Mr. and Mrs. Albert Griffith, on the southwest corner of Pennsylvania and Fourth Avenues, commencing at nine o'clock.

The rebuilding of Flagg's racing plane for the Air Races at Cleveland next year, has been started by three members of the club—Lionel D. Machado, Lewis McCannon and Young McClure.

Mr. and Mrs. Gerry Hopkins made a successful cross-country hop to Burbank for a visit with friends. Gerry flew the Porterfield ship.

The following members have approximately fifty hours solo time and are about ready to take their tests for private licenses:

- |              |                 |
|--------------|-----------------|
| Mr. Manson   | Mr. Fitzpatrick |
| Mr. Hubbard  | Mr. Farley      |
| Mr. McCannon | Mr. Blaine      |
| Mr. Frigean  | Mr. McClure     |
| Mr. Banks    | Mr. LeBoffe     |
| Mr. Machado  | Mr. Levine.     |
| Mr. Garrett  |                 |


Members who have procured their private licenses to date are:

- |              |                  |
|--------------|------------------|
| Mr. Griffith | Mr. Meier        |
| Mr. Mommsen  | Mr. Birch        |
| Mr. Johnson  | Mr. Piccione     |
| Mr. Hopkins  | Mr. Butterfield. |

—DRK.

Here's to Ace Jensen, who knows his lesson  
To Yuma, he would not go messin'.  
No. 4137.

Parachute, parachute  
Please, hurry up and open.  
I've pulled the rip-cord  
And now I'm hopin'.



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MOBILLOIL  
MOBILGAS

## Consolidators:—

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Good Food Priced Right  
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OPP. HAMMER SHOP      TWO LOCATIONS      OPP. WOOD SHOP

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*Flowers for All Occasions  
Christmas Trees  
Wreaths      Holly*

"AT THE PRICE YOU WISH TO PAY"

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"Same Day Service"

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*The expense is a matter of your own desire*

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## Season's Greetings

and our appreciation of  
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You will find the same  
good food and service  
during the New Year.

Plan to have your Christmas  
and New Year's dinner  
with us.

Complete five-course Turkey  
Dinner 65c. Bring the family.

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SMILING  
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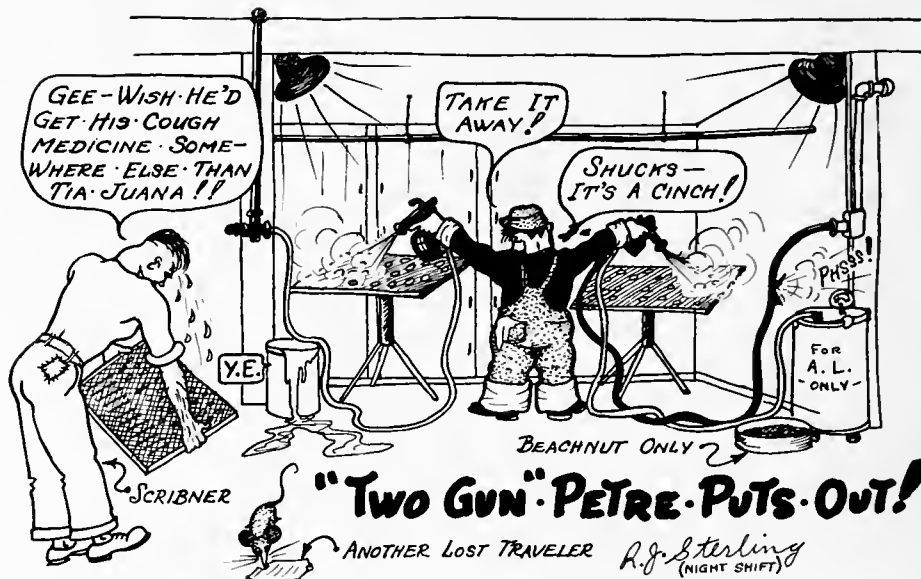


Consolidators  
WELCOME

JIM BORDERS

CHET TOBEY

CHAS. LINNAN



## Musings and Observations of a Drawbench Bumper

By Robert B. Crosby, 2752

EARLY morning—employees drifting in from all parts of San Diego and countryside a bit reluctant to enter inside at the warning bell. A few stragglers dashing madly to get under the deadline—"Truant Officer" Gilchrist busily checking up each morning before going out on his rounds—The plant at its busiest, a symphony in noise cascading about one's ears, but not altogether unpleasant—Genial and easy-going "Red" Robbins . . . It is mighty nice to start work in the morning and find all around your bench swept clean after leaving it so dirty the night before. Cheers for the night crew—If you didn't hear the starting whistle, you would know it was time to start by the "Clunker, clunker" of the sand blaster as the operators prime it to start things going—Leo Bourden in his new sun-tan jacket and his arm linked benevolently in some fellow-employee's—Phil Shea and Wayne Williams on their roller machines, around and around, always in circles—Stock chasers roaming around, chasing stock and themselves too—Those push truck engineers (I bet they keep the wheels well-oiled so they move with a minimum of effort)—George Young, sleeping up the aisle—I wonder if that fellow, from the Wood Shop, who sports the long sideburns and who used to wear those high boots, ever expects to receive those roller skates he requisitioned for—"Ol Tom" renovating bulkhead tables and fighting at the drop of a hat over a half of degree—Team of Martin and Phelps, the insepara-

bles, see one you see the other—How does Leo, "Knight of the Heat Treat" manage to keep so nice and chubby, particularly with those two page boy helpers of his, Pasqualli and Pasquelli to heckle—"Sheriff" Kay, local politician and rag picker. What could we do without him?—Benny Kiegle daintily mincing along the main concourse—The poets we have amongst us. S'too bad their talents couldn't be realized on a higher plane!!—What is it that causes Navy Inspector Jimmy Eiseman's mustache to disappear and reappear so regularly? There used to be quite a crop sprouted!! Unbelievable?! Somebody hurrying!!!—Ralph Way, the hungriest fellow I know. Ralph Kenner, who drives over 350 miles a week back and forth to work, and Joe Friel, the comic of the Drawbench, run close seconds—Coat hangers are well-filled lately.

A sure sign of the snappy weather we have had lately—Popular spot that Drawbench surface table!—Popular curiosities; the Drawbench stretching machine (ask the two monkeys that reign over it!!); Red Smiley's rivet-making machine (they sure pack him close at times)—That call bell clanging all day, no one ever seems to bother about it—One of the interesting things about *Consolidated* is the fact that practically every state in the union is represented by its employees—Travis Allan, popularly known as "Old Arkansas" or "Old Bazooka". There ought to be more guys like him around—Janitors meandering to their lunch at eleven o'clock and back, even more leisurely, at eleven-thirty—Visitors touring the plant.

Are they as much bewildered at the seeming confusion as I was my first day at work?—Mid-morning lunch at 10:30



—Here comes Pop Shepperd, resplendent in kerchief, spurs, sombrero, mustache and big bright star—Jack McClellan enshrouded in a halo of motor mounts—Chris Englehart engrossed in his latest invention but not so deeply that his eagle eye allows anything to escape. Oh, oh, here he is, watching me now! So to work—Bob Gregory of the maintenance with his always cheerful smile—Tube benders passing steel balls through the tubing at inspection. Looks like child's play but so necessary—I think I will get me a can of snuff and be popular too. Personally, I prefer gum—Those white union-alls that Everett Kingsbury wears have certainly taken a beating. I can't remember ever having seen him in anything else—Bill Fink is a quiet sort of fellow. Wonder what he thinks about all the time? He is a pretty husky boy too. I'd hate to get in a tussle with him, I betcha!—That sunshine sure feels warm and nice during noon-time, especially if seated up against those black engine boxes at the north end of the plant—Judging from the lineup for those magazines, the fellows seemed to appreciate the handout. I know I was Johnny-on-the-spot for mine—Jimmy, the "Speedster's Terror" doing his utmost to entertain, or is it merely to impress the boys. Yup, siren and all!—That tropical foliage outside our department window has certainly flourished in the past year—If that big blonde fellow from the Drawbench, wearing the bright green apron, only had red hair instead, he would be a first-class choice as a decoration for the Xmas tree—If I remember rightly from last year, it is about time for the *Consolidated* Xmas tree to be blossoming forth—That expectant hush an instant before the 4:00 P.M. whistle—Lunch boxes clicking and newsboys shouting as employees pour out of the gates like water through a mill race, scattering as they go, all eager to get home. . . .

That is all.

HOBBIES

Fred Harger of the Tool Room is one of those people who are infected with Hobby-itis. He has more hobbies than a dog has fleas. Fred is a coin collector of local prominence. His Collection is now on display in the lobby of the San Diego Hotel, as a sort of preview of the meeting of the Pacific Coast Numismatic Society, February 11, 12, 13. At that time, all the members of the society will display their collections consisting of coins of the world, paper money, medals and tokens. This combined display will have a total value of over \$50,000.00.

When the boys from *Consolidated* were looking over their golfers, they did not look for Bob Ramet. He is one of the best golfers in Southern California and one of the best ever to leave San Diego High School. When he was 12 years old, he was a winner in Southern California and when he was 17 or 18 years old, he won the Junior Southern California Championship.

H. Hottenstein, 2586.

**C. J. Hendry Co.**  
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AND MARINE  
HARDWARE



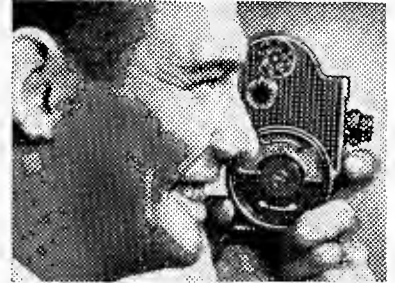
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**FASTEST Coast-to-Coast  
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**Now 25%**  
Savings on new TWA  
15-Day Excursions

Use Consolidated's Universal Scrip Account

TWA, 336 C Street, San Diego  
Phone: Franklin 6581

SAVE TEN DOLLARS!

STAY OUT OF THE HIGH RENT DISTRICT AND

**Todd's**  
National Standard Make **SUITS**

No finer Values anywhere!

MANY WITH 2 PANTS

\$25 Values

**\$30.00 Values \$19.50**  
**SUITS and TOPCOATS**

Free Pressing—minor repairs for life of garment

**TODD'S**  
Fifth and E San Diego

**"Uncle Bill" Keeps Busy**

Knock! Knock! is the theme song of "Uncle Bill" Gilchrist, our congenial Welfare Man. From all indications he has been a mighty busy man this year, having made ONLY 3,966 calls on the sick and needy. He has averaged 83 calls per week; however, during the weeks of June 20 to June 26, and August 15 to August 21, he excelled his record with 102 calls each week.

Besides making daily visits to our ill employees, he arranges the meetings and the schedules for all interdepartmental sports. This alone is enough to keep one busy, but "Uncle Bill" manages to do one hundred and one other things too, such as delivering *Consolidators* and checks to the sick, taking injured employees to the doctor, and delivering materials to be sorted by injured employees for which they are compensated.

—The Employment Office.

"Ted" Lohman has been looking at lots at Mission Beach lately. Perhaps the "call of the Beach" is getting him again. Remember, he was the lad who used to be the "strong man" at the skating rink. Ask him how he used to throw the boys out and let the girls in.

"Red" Hegerle, the boy with the "torrid" mop, has a new flame in L. A. When asked what she looked like he said, "Well, she's 20, about 5' 8", weighs 110, but her eyes, OH Boy." Which caused me to ask, "What color are her eyes?" This stumped "Casanova" Hegerle, who said, "I'll be darned if I know what color they are, but she's got 'em, Yes Sir." Which explained to me the reason "she got 'em" to the tune of \$35 when "Red" went up to see her last Saturday and Sunday. Red's the boy who has six or seven girls waiting for him back in Minnesota. Ask him, just ask him.

Whose face, amid a shower of sparks, crashes of light, and a startled gasp from Mr. Ross, of the Paint Shop, got all red the other night? This same boy said, "Ross would have to be here just at that time." Maybe Mr. Ross should time his visits at regular intervals.

You are urged to patronize the following merchants whose advertisements in this issue of the *Consolidator* make its publication possible:

Aase Bras.	21
Aircraft Cafe	22
Arey Janes	19
Barnard Flower Shop	21
Benbough Funeral Parlors	20
Bonham Bros.	4
Bradley-Woolman	7
Brewster Aeronautical Corp.	20
Brown Motor Co.	10
Bunnell's	23
Carlson & Simpson	9
Campbell Chevrolet Co.	2nd Cover
City Chevrolet	3rd Cover
City Dye Works	11
Davidson Furniture Co.	4
Eastman Kodak Stores	15
Exclusive Florists	10
Firestone Tire and Rubber Co.	7
Frazee & Co.	14
Frve & Smith, Ltd.	5
Fuller, W. P. & Co.	17
Gozosa	14
General Petroleum Co.	21
Glider Blueprints	6
Goodrich Silvertown Stores	18
Goodyear Service	10
Hendry, C. J. Co.	23
Hotel San Diego	9
Irvin Aircraft School	7
Johnson Saum	21
Ken Yen	17
Lindbergh Cafe	2nd Cover
Mission Cleaners	5
Margon's Cafeteria	16
Motor Hardware & Equipment Co.	6
Mountain Meadow Creamery	4
Newcamps	16
Pac. Airmotive	8
Qualitec Dairy	3rd Cover
Reed, A. O. Co.	23
Safeway Stores	19
Salmans & Walcott	20
San Diego Auto Electric	10
San Diego Bowling Academy	22
San Diego Motor Co.	6
Sears Raebuck	2nd Cover
Southern California Music Co.	15
Speer's Flying Service	5
Standard Furniture Co.	11
Stationers Corporation	3rd Cover
Sunshine Bowling Alleys	8
Todds	24
TWA	23
United Air Lines	11
University Window Shade Co.	21
U. S. Grant Hotel	3rd Cover
Walker's	3rd Cover
Wards Typewriter Service	4
Westgate Sea Foods	24
Whiting Mead	24
S. J. Wines	15

**SPEND LESS**  
for hot, nourishing  
**WINTER MEALS**

BREAST-O'-CHICKEN Brand tuna makes a satisfying, substantial hot dish, rich in energy-giving protein but not fattening ... an ideal winter lood

WESTGATE SEA PRODUCTS, SAN DIEGO, CALIFORNIA

**"THE HOME OF COMPLETE HOME SERVICE"**

We can show you how your rent money will build a home. Just ask us.

VISIT OUR "HOME CONSULTATION DEPT."

**WHITING-MEAD CO.**  
EVERYTHING FOR BUILDING

Main Store—14th and K Streets  
Other Locations: 4128 University—Oceanside—Brawley—El Centro

# BOOKS

## For a Man To Give

### To His Mother

"Madame Curie!"

By Eve Curie

"Life With Mother"

By Clarence Day

### To His Wife

"Her Majesty the Queen"

By Lady Cynthia Asquith

"Flowering of New England"

By Van Wyck Brooks

### To His Lawyer

"T. E. Lawrence"

By His Friends

"Ordeal in England"

By Phillips Gibbs

### To His Sportsmen Friends

"Tales of Fishing Virgin Seas"

By Zane Grey

"Game Birds"

By Hugh Pallard

### To the Artists in the Family

"Five Hundred Self-Portraits"

"Art of Ancient Egypt"

### To His Secretary

"You Can't Have Everything"

By Kathleen Norris

"One to a Customer"

By Margaret Fishback

### To Nephews and Nieces

"Book of Marvels"

By Richard Halliburton

"Animal Treasures"

By Ivan T. Sandersan

### To Friends Who Collect

"A Book Hunter's Holiday"

By A. S. Rasenbach

"Old California"

By Stewart Edward White

### To the Friend Who is Slightly Mad

"How to Win Friends"

By Dale Carnegie

"Crimefile No. 3"

By Q. Patrick

"Apes, Men and Morons"

By Ernest A. Hoatan

"Complete Cheerful Cherub"

By Rebecca McCann

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You get a **BIGGER** trade-in allowance at City Chevrolet. A better deal in every way

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Every red "OK" tag means a better buy—a bigger value from City Chevrolet

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A big growing organization eager to serve your every automotive need—end win a permanent friend

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Investigate the City Chevrolet Fleet Purchase Plan—it's a money-saver in every way

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**CITY CHEVROLET CO.**  
UNION AT C

# QUALITEE BROWN LABEL Cream



# WALKERS!

MAKES *Delicious*  
**DESSERTS!**  
AT YOUR GROCER'S



*Remember them all!*

—and it's easier to remember them all with a charge account at Walker's

Avoid the necessity of always carrying enough "cash" with you to pay for everything you purchase. Enjoy the privilege of just saying "charge it," the opportunity that is open to all responsible parties.

## 90-Day Budget Plan

Yes, we allow you 90 days to pay when a purchase is of \$15 or more. Pay one-third down and the balance in three equal payments. No interest or carrying charge.

## Easy Payment Plan

Easy terms are offered on purchases on which you would require an extended length of time. Open one of these three ways of meeting the "Christmas list."

(Walker's—Eighth Floor)



San Diego

A Very Merry Christmas



and a Happy New Year