



WICHITA, KAN.  
VOL. III

# Boeing Plane Talk

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NO. 15

## Christmas Edition for Former Employees in the Armed Forces

### Stratocruiser Is Newest Boeing Design Triumph

Continuing its development of commercial aircraft and setting up a definite pattern for postwar operations, the Boeing company this week announced highly successful flight tests for a new giant of the skies, the military version of a four-engined double-deck luxury transport to be known as the Stratocruiser.

Growing out of the now famed Boeing B-29 Superfortress, the prototype of the Stratocruiser is the first of the larger size super-transport of the future to have actually been built and flown by any company. The military transport version has already undergone extensive tests in Seattle.

"It has better flying characteristics than any other airplane we have ever built, even better than the B-29 Superfortress which is noted for its superior flying qualities," declared Wellwood E. Beall, Boeing vice president in charge of engineering.

#### Cruising Speed 340 mph

To be powered for airline use by four 3,500 horsepower engines, the largest ever built, the Stratocruiser will have a top speed of 400 miles an hour and cruising speed of 340. Operating range will be 3,500 miles with ample fuel reserves.

With its two-deck, three-cabin fuselage, the giant plane can be operated as a high-speed, low-fare day coach of the air carrying 100 passengers; as a luxury sleeper carrying 72 day passengers or 36 in births, with a 14-chair observation lounge and ample cargo and baggage space for the great distances of

See STRATOCRUISER, Page 8

### "Wish We Had More," Says General Arnold

"I only wish we had more of them," wrote Gen. H. H. Arnold in a letter this week commenting on the excellent performance of Boeing B-29 Superfortresses in action against Japan.

"As you undoubtedly noted in the papers," said the commanding general of the Army Air Forces, "all of the B-29's we have in combat have been very busy lately."

General Arnold again let it be known that he is following closely the outstanding record being set up by the "Gen. H. H. Arnold Special," Wichita-built bomber which the AAF commander picked out as his own ship while on a visit here last January.

Further news of the "Special" was received this week in a dispatch from XX Bomber Command released direct to PLANE TALK. It told how the "Special" had been saved from almost certain disaster recently by the courage

See GENERAL ARNOLD, Page 8

This issue of PLANE TALK is for you, the men and women of Boeing-Wichita now serving in the Armed Forces. It is published at this time so that those of you who are overseas will receive it by Christmas Day. We thought you would prefer to have it rather than the conventional Christmas card, so this greeting comes to you with the best wishes of all of us — the men and women with whom you used to work.

### A CHRISTMAS MESSAGE

Daily news reports graphically tell us what you are doing — no one could ask for more. Here at home, we are striving to keep faith with you by our record of hard work and production. Our one objective is to give you the safest and best equipment we know how to build, to give it to you in the numbers needed, and when needed.

As former employees of Boeing-Wichita, you will be interested to know that we have maintained and even exceeded the heavy production schedules assigned us. Your old place of work has been bearing the brunt of B-29 production and has delivered the overwhelming majority of the Superfortresses which are today raining destruction on Japan. Though the primary trainer program is decelerating rapidly, over ten thousand Boeing Kaydets have now been delivered.

The men and women you left behind have established one of the nation's finest records for attendance at work, have led the way in war bond drives and campaigns for the Red Cross and War Fund. They are working long hours at jobs that are not easy. Our hands are full keeping up the uninterrupted production of the B-29's so urgently needed in the Pacific. We mean to stay on the job — and finish the job.

That's the way we expect to keep faith with you.

On behalf of all of us here at the plants, I extend to you our warmest Christmas greetings. Wherever you are, you can be sure that we are thinking of you and to the best of our ability, we are working to help attain the goal set for all of us: To win the war as quickly as possible.

May God grant our fervent wish and prayer that next year we all can enjoy Christmas in the traditional American way — here at home.

Sincerely,

### TO WORK THANKSGIVING

Because of the urgency of the B-29 program, Thanksgiving Day, November 23, will be observed as a regular work day at Boeing-Wichita, in accordance with War Department policy.

A former employee of Shop 60, Pfc. John D. Parker, member of a B-29 aircraft maintenance unit, is slated for overseas duty soon. "You make them," he tells his former associates, "and we'll keep them repaired."

### Returning Veterans Are Offered Individual Assistance Through Company Program

Sixty-five former Boeing employees who have been honorably discharged from the armed forces are back at work helping turn out Superfortresses to speed the return home of their buddies. They are joined by 597 other veterans of World War II to make a total of 662 service men now working at Boeing-Wichita.

They are employed in more than a score of different departments and shops. Some are men who have been wounded in action, some are disabled to an extent that it is necessary to be placed on jobs where they learn an entirely different trade from that which they followed before the war. But all are making good in offices and shops and on the production line.

Because of the particular problems of returning servicemen, individual consideration is given every veteran of World War II who applies for a job at Boeing, in addition to the service and facilities already established for all employees. The program is under the supervision of men who are themselves veterans of World Wars I and II and thoroughly familiar with the problems of men who have served in uniform. The program for veterans includes employment counsel and assistance for those who want to take advantage of the educational provisions extended through the "GI Bill of Rights."

Veterans who were former employees and have been rehired may take advantage of further specialized training offered by the government with no loss of seniority while they are away. After completion of this training they will be given preference for re-employment at their old jobs or other available openings for which they are qualified.

### Recap of Raids Shows B-29 Too Tough for Japs

With a score of bombing missions already accomplished, Wichita-built Boeing B-29's are carrying out in a relentless manner the Army's master plan for the systematic destruction of Japan's ability to wage war.

The plan was designed for the Superfortress; the Superfortress was designed for the plan. Every B-29 reaching out for distant Jap targets in the initial raids was produced at Boeing-Wichita, and a predominant majority of planes taking part in the ensuing offensives came from the same place.

Steel works, oil refineries, naval installations, and now war production plants themselves — all have felt the smashing power of the Boeing Superfortresses. These raids are being carried out over a great arc extending from Manchuria in the north, across the Japanese home islands, down through the Malayan peninsula, and on to Sumatra. Regardless of its location, there is little territory now held by Japan which is safe from the vengeance of the mighty B-29 — and its brave crews.

#### First Raid on June 15

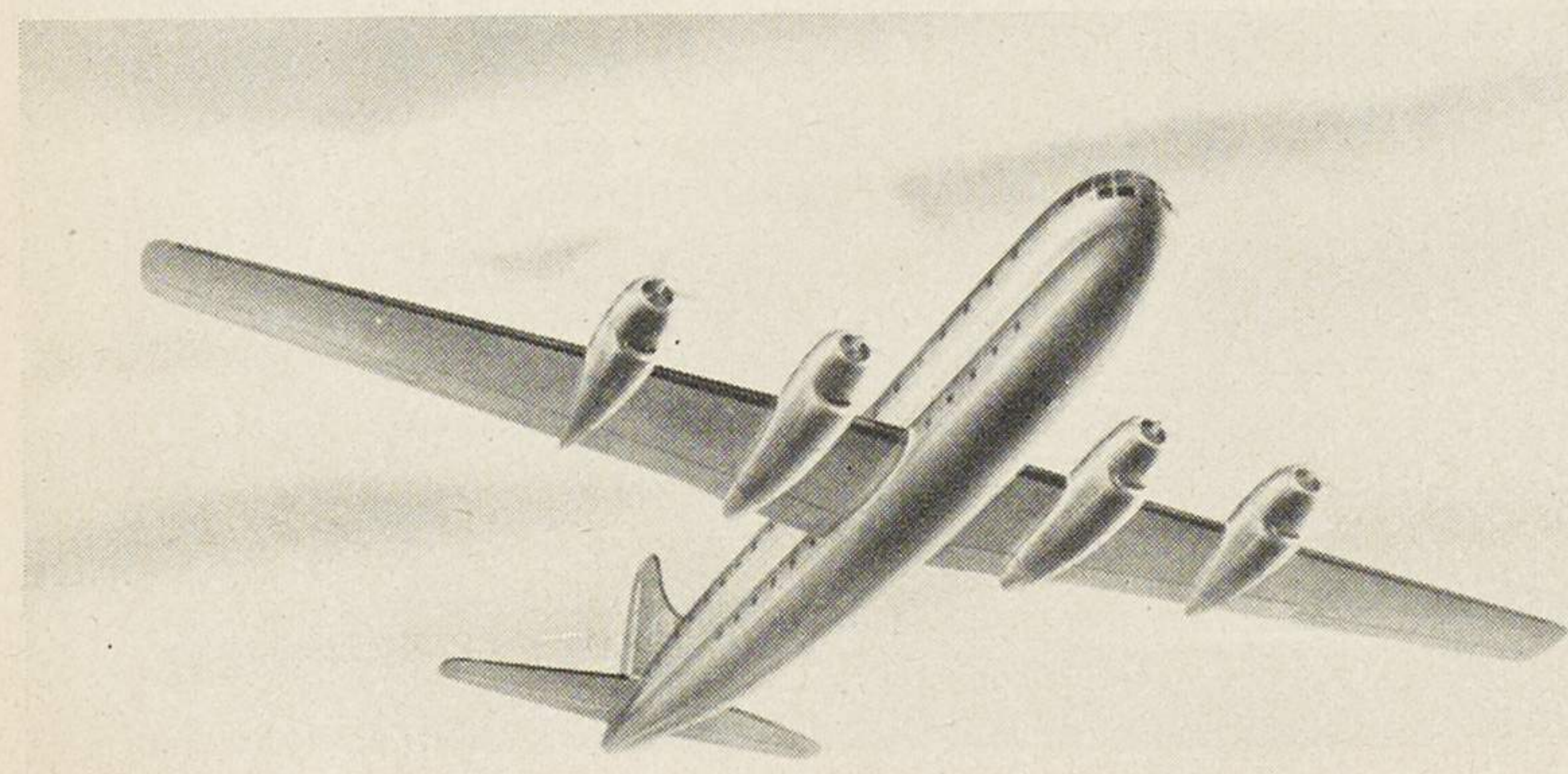
It was a thrill beyond description when word was flashed to Wichita and the Boeing plants that planes built here had carried out the first land-based bombing attack against the Japanese home islands, the raid on Yawata last June 15. It was the news for which everyone had been waiting. Every Boeing employee and every former Boeing employee had a part in that raid through the companionship he felt for each B-29 crew as a result of a rivet

See RECAP OF RAIDS, Page 8

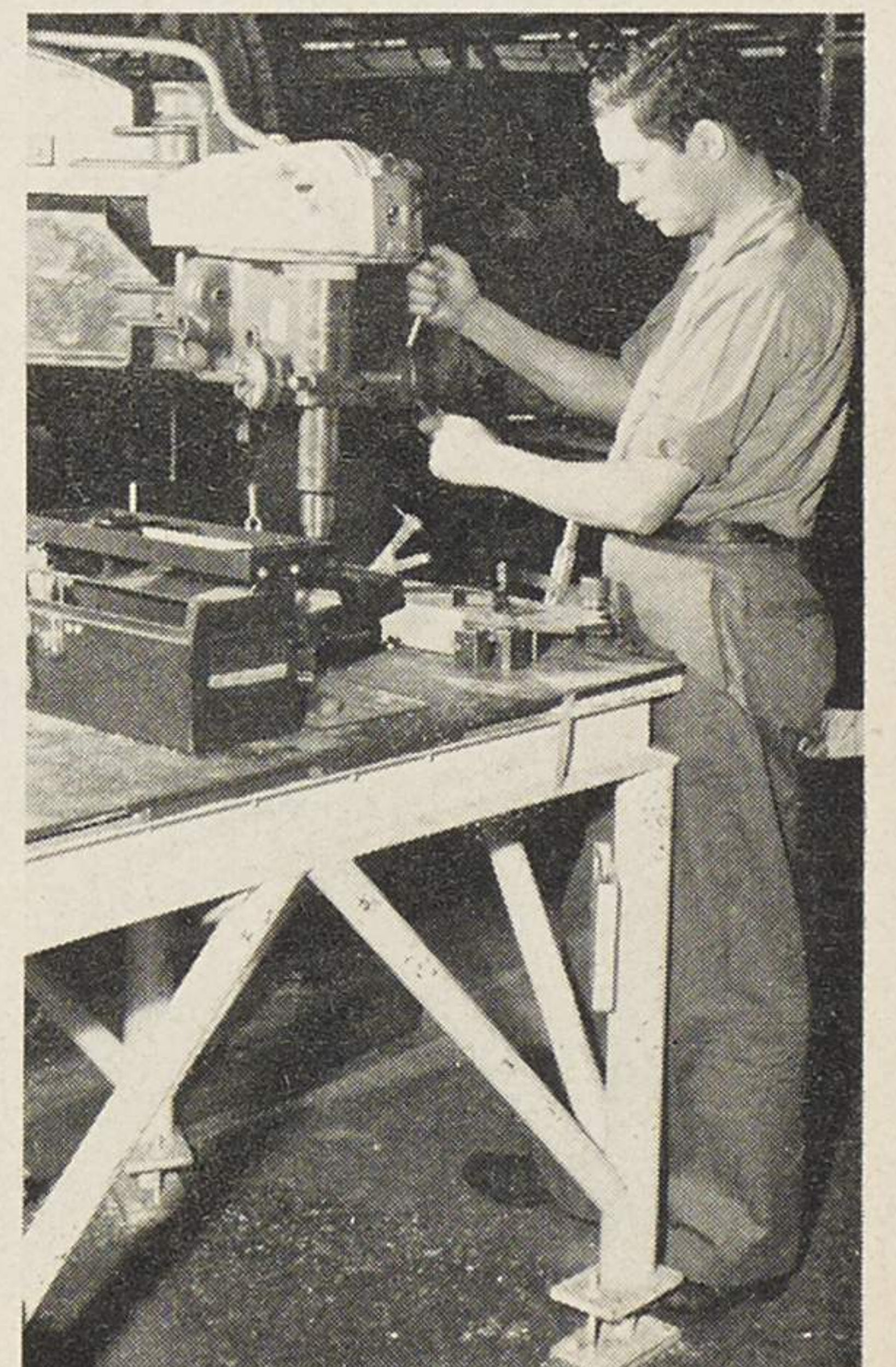
### BOEING WAC AT PRESQUE ISLE

One of Boeing-Wichita's service women, Pvt. Dorothy McEntire, who left Shop 330 in June, 1944 to join the WACs, was recently transferred to Presque Isle, Me. After her basic training at Ft. Des Moines, Ia., she was stationed at Grenier Field, N. H.

### Boeing's New Luxury Liner of the Airways



THE STRATOCRUISER, GIANT SUPER-TRANSPORT designed to carry 72 to 100 passengers at high speed and minimum operating costs, is the plane Boeing will produce for commercial airline use after the war. The military version already has undergone highly successful flight tests



BACK AT BOEING after two years in the South Pacific, R. W. Miller picks up where he left off when he joined the AAF in 1942. There are now 662 World War II veterans at Boeing-Wichita

## ---Since You Went Away---

(This is a digest of the news at Boeing-Wichita, gleaned from the files of PLANE TALK. Because it was late in 1942 before men began leaving in large numbers to join the Armed Forces, the year 1942 is condensed; the last two years are taken month by month.)

**1942** With Pearl Harbor still fresh in our minds, Plant I sets a terrific pace by building primary trainers faster than ever, at one time rolling them out the doors at the rate of nearly one per hour. . . . During the first half of the year, Plant II grows from a skeleton of steel framework to a finished building, one of the largest in the nation. . . . While outboard wings and control surfaces for the B-17 are being built in the east part of the plant, the new west sections are the scene of feverish activity in tooling-up and installation of equipment and machinery.

The floor of Plant II slowly but surely becomes literally a forest of B-29 jigs—huge jigs that are a source of wonderment to old hands, of amazement to new employees. . . . Men and women who have never seen a factory before are hired by the thousands.

In the early summer, along comes an emergency request from the Army that we help build cargo gliders—build them in a hurry—and the north end of Plant II and the ramps outside become an improvised assembly line. . . . The Boeing Bombers win the national semi-pro baseball tournament. . . . With Plant I setting production records daily and Plant II tooling-up for the B-29 and assembling gliders, Boeing is awarded its first Army-Navy "E" for excellence in production.

Over 14,000 employees jam the amphitheater at Boeing Park for the "E" presentation. . . . The first B-29's are taking shape on the factory floor—and people still can't believe their eyes. . . . Employees pledge \$90,000 to the Wichita Community-War Chest. . . . Test blackout is made. . . . New employment office is opened up downtown. . . . Planeview nears completion. . . . Mamma cat in rivet stockroom comes up with her fourth litter—gets "E" printed on her crib for excellence in production. . . . Christmas is first holiday of year for employees.

**1943** **JANUARY**—Plant Protection guards sworn in as Auxiliary Military Police. . . . Lt. Don Blue, formerly of Plant I and now a fighting Marine in the Pacific, writes: "We have the men; just give us and keep giving us the weapons." . . . Bus terminal west bridge, ramp and stairs over MacArthur Road completed. . . . First assessment of new 5% Victory tax deducted from pay checks. . . . First Boeing families move into Planeview. . . . Boeing-Wichita has 2,597 former employees in Armed Forces.

**FEBRUARY**—Eddie Allen, Boeing's ace flight test engineer and aerodynamicist, killed in bomber crash at Seattle (it was not revealed officially until months later that this crash involved one of the experimental B-29's). . . . Payroll is staggered to make every day a pay day for hourly employees. . . . Ray G. Harris, original AAF representative at Boeing, promoted from colonel to rank of brigadier general.

**MARCH**—Employee Red Cross pledges total \$68,246. . . . Blitz on candy vending machines results in restrictions on hours they may be used. . . . Shirts or blouses

in solid colors approved for women in production areas. . . . New traffic signal light installed at Warehouse crossing on MacArthur Road. . . . Boeing Chorus gives public presentation of "The Messiah." . . . Advent of meat rationing increases plant food service problems. . . . War Department OK's improvement program for roads leading to plants.

**APRIL**—Rapid progress made on new concrete parking apron on airport across Oliver from Plant I. . . . Canyons golf course leased by Employees Association. . . . Application for increased pay rates pending before War Labor Board. . . . Plant I delivers 7,000th equivalent primary trainer to Armed Forces. . . . Employees win second Army-Navy "E" Award. . . . Planeview housing area dedicated.

**MAY**—Lt. Gen. William S. Knudsen visits both plants, says it is easy to see why we have won two "E" awards. . . . New individual "E" pins made available to employees. . . . Plant II opened to Boeing employees, their wives and husbands for Sunday tour.

**JUNE**—A red letter month in which our first B-29 Superfortress makes initial test flight before thousands of thrilled employees. . . . Free movies start in Boeing Park. . . . Otto Plagens noses out Bob Clark for Employees Association presidency. . . . Planeview announces organization of school system with five buildings to be erected.

**JULY**—Ernest M. Allison, veteran of 12,500 hours in pilot's seat, becomes chief test pilot for Boeing-Wichita B-29's. . . . Plant I accorded top national ranking for primary trainer production. . . . National Labor Relations Board holds election in plants to determine which union, if any, to represent employees as bargaining agent. International Association of Machinists (A. F. of L.) is the winner. . . . All three shifts work on Monday, July 5, recognized as Independence Day holiday. . . . Complete counselor service for all employees announced.

**AUGUST**—Thousands of employees turn out to greet Boeing B-17 Flying Fortress "Memphis Belle" and crew upon return from completing 25 missions over Europe. . . . Chest X-rays of employees are made as a health measure. . . . Glenn Bostwick wins Association golf title. . . . Planemakers donate over 30,000 books and magazines in one-day drive to furnish reading material for soldiers at Camp Phillips. . . . Civic Bowl in West Wichita leased for use of employees. . . . W. G. (Bill) Power, General Motors' dynamic speaker, talks to supervisory personnel and indelibly impresses the importance of "all out" war production effort.

**SEPTEMBER**—Labor day is a regular work day at Boeing-Wichita. . . . War Dads form chapter at Boeing. . . . For first time since Pearl Harbor, Plant I holds open house for employees, wives and husbands. . . . Association contracts for four-day rodeo in Lawrence Stadium.

**OCTOBER**—Secrecy on our new super-bomber partly lifted when General Harris

## These Gold Star Men Have Been Honored

To each of the 57 former Boeing employees who has given his life in the service of his country a Boeing B-29 has been dedicated. When the fateful news is received, a large picture of the war hero is placed on the outside of a Superfortress cabin in Primary Assembly. The memorial remains on the ship through the final stages of production. Men thus honored:

JAMES E. LIVENGOOD  
FRANK W. GRIFFITH  
ALBERT DALTON  
GRAYSON CARLYLE NADEN  
EDWARD ODELL  
ROBERT HELPHINGSTINE  
ARNOLD V. CARLSON  
ROY E. COLLINS  
DEAN E. WHITESIDE  
GEORGE KENDALL  
GILBERT WIDICK  
ROSCOE V. BLACK, JR.  
EMMETT MAYBERRY  
LLOYD E. MATHES  
MILFORD D. BIRCH  
RICHARD W. DEEVER  
LEIGHTON METZKER  
O. RAYMOND FRENCH  
HAROLD ALBRIGHT  
GEORGE E. CUSTER  
EDWIN S. NESBITT  
P. HOWARD GATEWOOD  
JOHN CURTIS PHELAN  
DARRELL EDWARD BLISS  
J. ROBERT HARTMAN  
ROY E. PRUITT  
LEWIS DWAIN STILES  
JACK RENNER  
K. MERLE HAM

GAIL F. BRUNER  
LUTHER E. MASSEY  
CHARLES W. JUDD  
HARVEY L. SHAFFER  
HUGH W. MONAGHAN  
FRANK LINK  
HAROLD L. GILLENWATERS  
OTT S. CIRCLE  
DEMPSEY WILLARD SPIRES  
MAURICE WAYNE WILSON  
LARRY B. RANSOM  
BERNARD KNIGHT FORSTON  
JOHN H. CRISS  
ROY ARTHUR HUNT  
CODY HUBERT JOHNSON  
PAUL E. MADDOX  
DALE SMITH  
HOWARD W. HOLMES  
EDWIN M. HELTON  
FOREST ELMROY FREEMAN  
ARTHUR DAVID PRICE  
LAWRENCE KOON  
ROBERT C. McILVAIN  
ORVILLE GATEWOOD  
EDEN C. JONES  
HAROLD PAUL SCOTT  
LEO A. BETZEN  
ALBERT C. JOLLEY

announces Army counts on it "to put over the knockout punch of the war." . . . Bomber schedules are boosted. . . . First checks issued under new shop wage scale. . . . Plant War Bond sales pass million dollar mark. . . . Boeing opens four-state drive for new employees. . . . General Knudsen, visiting plants, urges all-out effort in war against Japan.

**NOVEMBER**—Army reveals new superfortress, designed and built by Boeing, to be known as the B-29. . . . "Wee Willy" Hobein sets season bowling record with a 653. . . . Art Lokensgard, former USO director, assumes head of plant recreation department. . . . Employee gifts to Wichita Community-War Chest hit \$135,200. . . . Full work schedule announced for Thanksgiving; 16,000 servings of cake and ice cream and 150 gallons of cranberry sauce go to employees with Thanksgiving greetings from the Company. . . . Tiny loose screw, dropped and carelessly ignored by some workman, jams in landing gear switch, results in a B-29 belly landing at Municipal Airport; no one hurt, plane later repaired and flown again.

**DECEMBER**—To meet accelerated B-29 delivery schedules, plants abandon three shift operation and go on two extended overtime shifts of 10 hours each; transportation schedules revised to meet new work plan; downtown stores cooperate by remaining open an extra night each week. . . . General Knudsen visits plants to discuss new schedules. . . . Employees work Sunday to make up for Christmas holiday. . . . Plant I sets perfect safety record for month. . . . Boeing Victory bell, lent to employees by Wichita church, is erected in Plant II to herald delivery of B-29's to

Army. . . . Employees battle severe blizzard to reach work and keep up B-29 production.

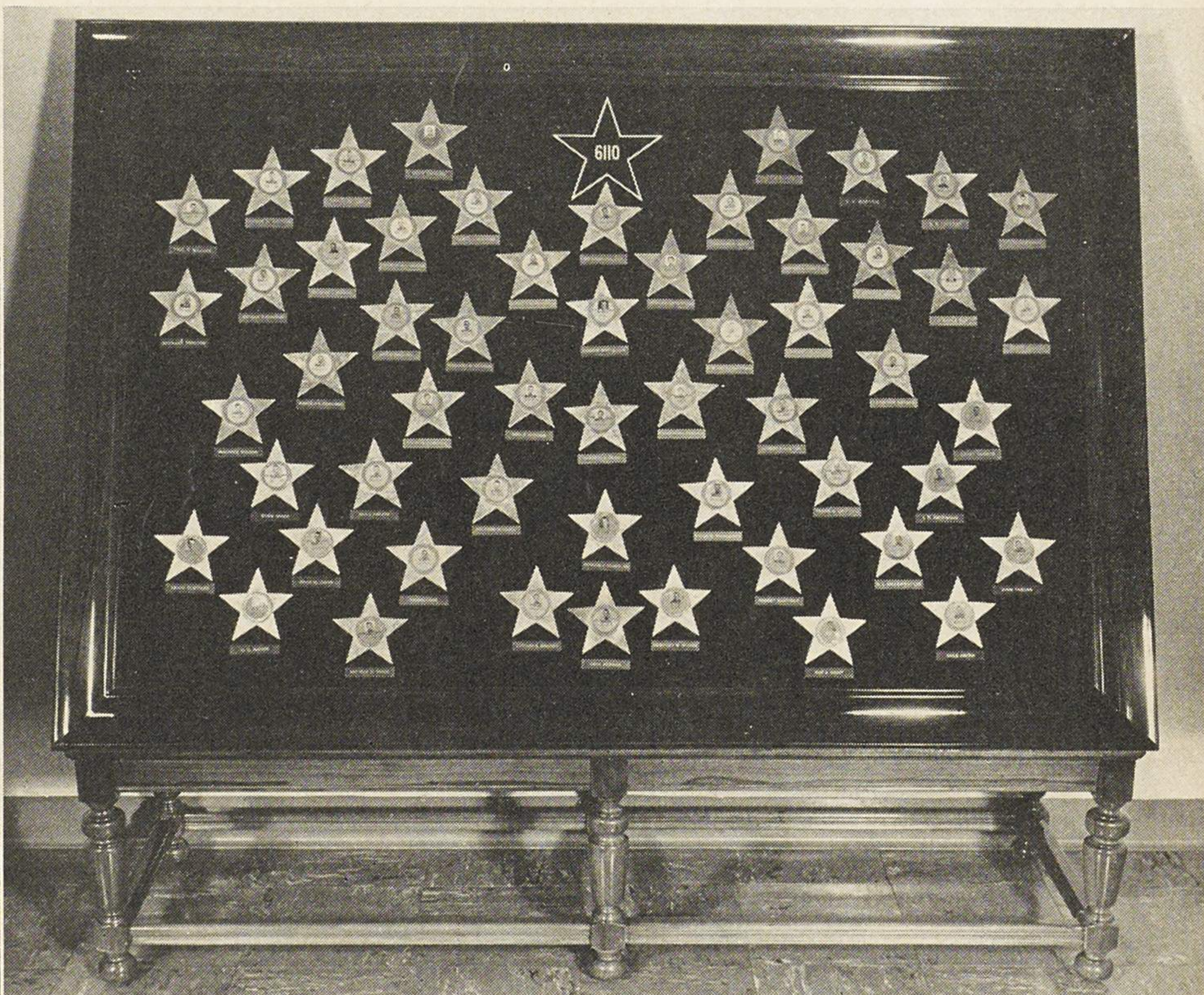
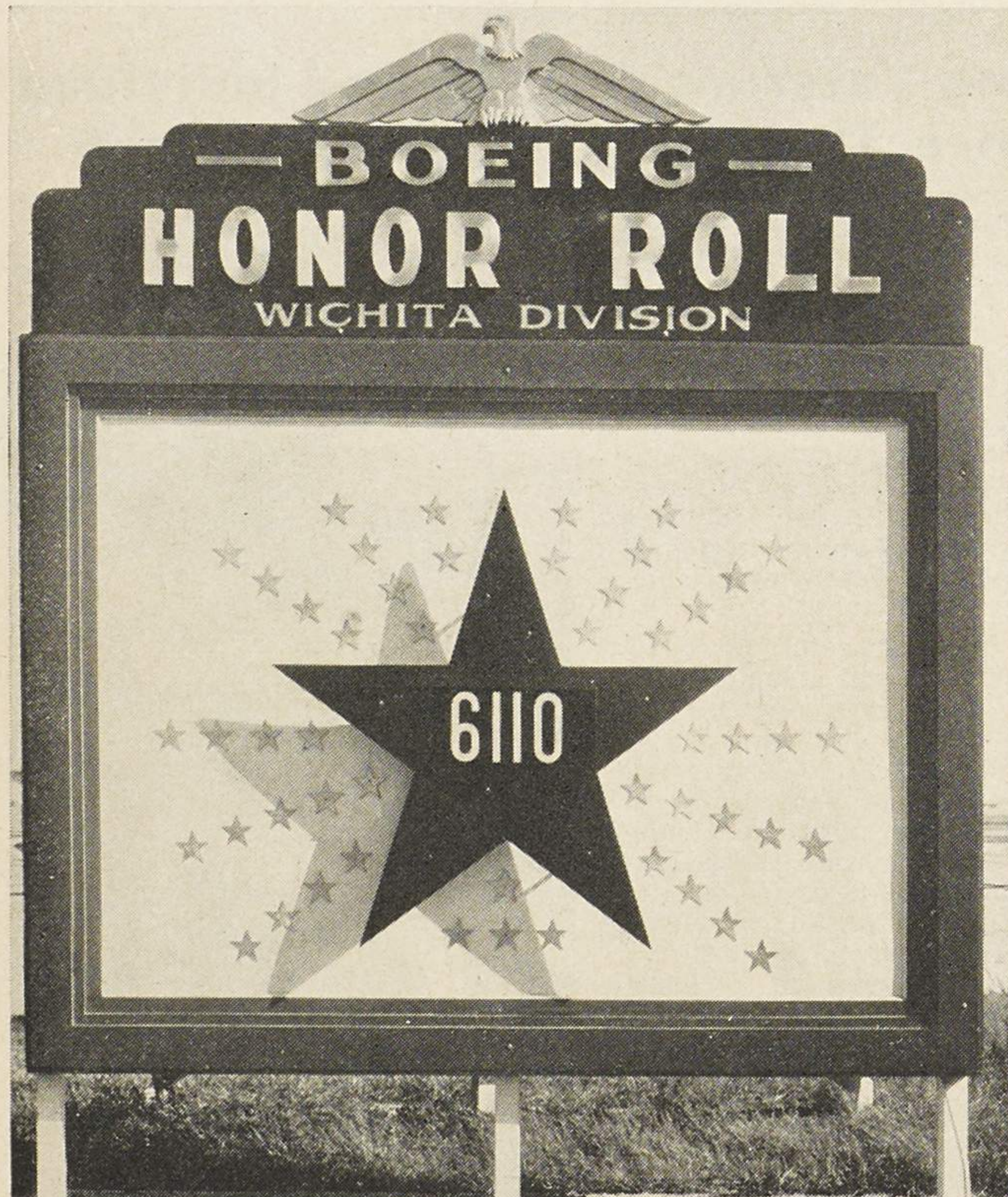
**1944** **JANUARY**—Plant tours set up for visiting members of Armed Forces. . . . Planeview community center opens. . . . Starting time of both shifts moved forward 45 minutes, first starting at 6 a.m., second at 4:45 p.m. This means first shifters get up at 4:30 a.m., second shifters get home 24 hours later. . . . General Arnold visits plants, asks all employees to redouble efforts. . . . Arnold inscribes name on Superfortress nose section, terms it "my airplane" (same ship to later become famous as the Boeing B-29 "Gen. H. H. Arnold Special"). . . . B-29's now being delivered minus camouflage paint. . . . Wounded in African invasion, Leo Rutter, formerly of Shop 82, returns to work in Plant II.

**FEBRUARY**—Employees top million in War Bond purchases. . . . Eighteen gold stars placed on plant honor rolls. . . . 4,377 former employees now serving in Armed Forces. . . . "Gen. H. H. Arnold Special" flown away by Army. . . . Boeing enters 10 teams in city basketball tourney. . . . Knudsen again visits plants; announces first accelerated scheduled quota fulfilled, calls for even greater efforts.

**MARCH**—Planeview gets branch bank. . . . Boeing Bombers, City league basketball champions, bow out of national tournament after two victories. . . . 500 Boeing mechanics and technicians go to four Army air bases to assist in modification program. . . . Association stages big ice show at Forum. . . . Employee gifts to

(Continued on Page 7)

## Boeing Keeps Count of Its Servicemen and Honors Its War Dead



SERVING AS A DAILY REMINDER to every employee, two strategically located service boards like this one opposite Plant I tell the number of former Boeing-Wichita employees who have entered the Armed Forces since the war began. The two boards carry small gold stars in memory of employees who have lost their lives in the present conflict. The boards are electrically lighted and are placed across from Plant I and on the overpass above MacArthur road where everyone entering and leaving the plants may see them

WITH SIMPLE DIGNITY AND REVERENCE, the badge and picture of each Boeing-Wichita employee who loses his life in the service of his country is superimposed on a gold star and mounted in a special memorial case. Beneath each star is the name of the serviceman. The large star at the top records the total number of employees who have joined the Armed Forces. Thousands of employees and visitors to the plants have seen the simple and impressive memorial which now commemorates 57 men who gave their lives

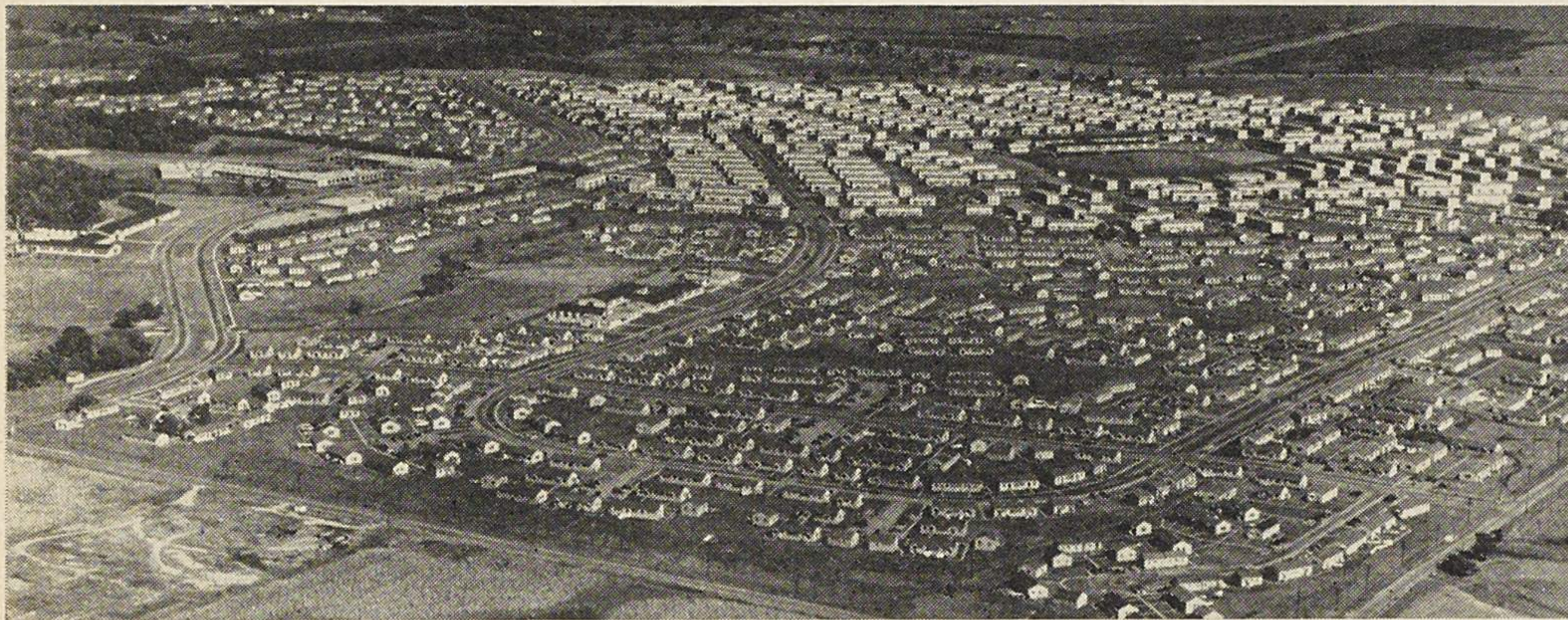
# If You Were to Come Home Tomorrow . . . Here Are Some of the Scenes — Some Familiar and Some New — That You Would See In and Around Wichita



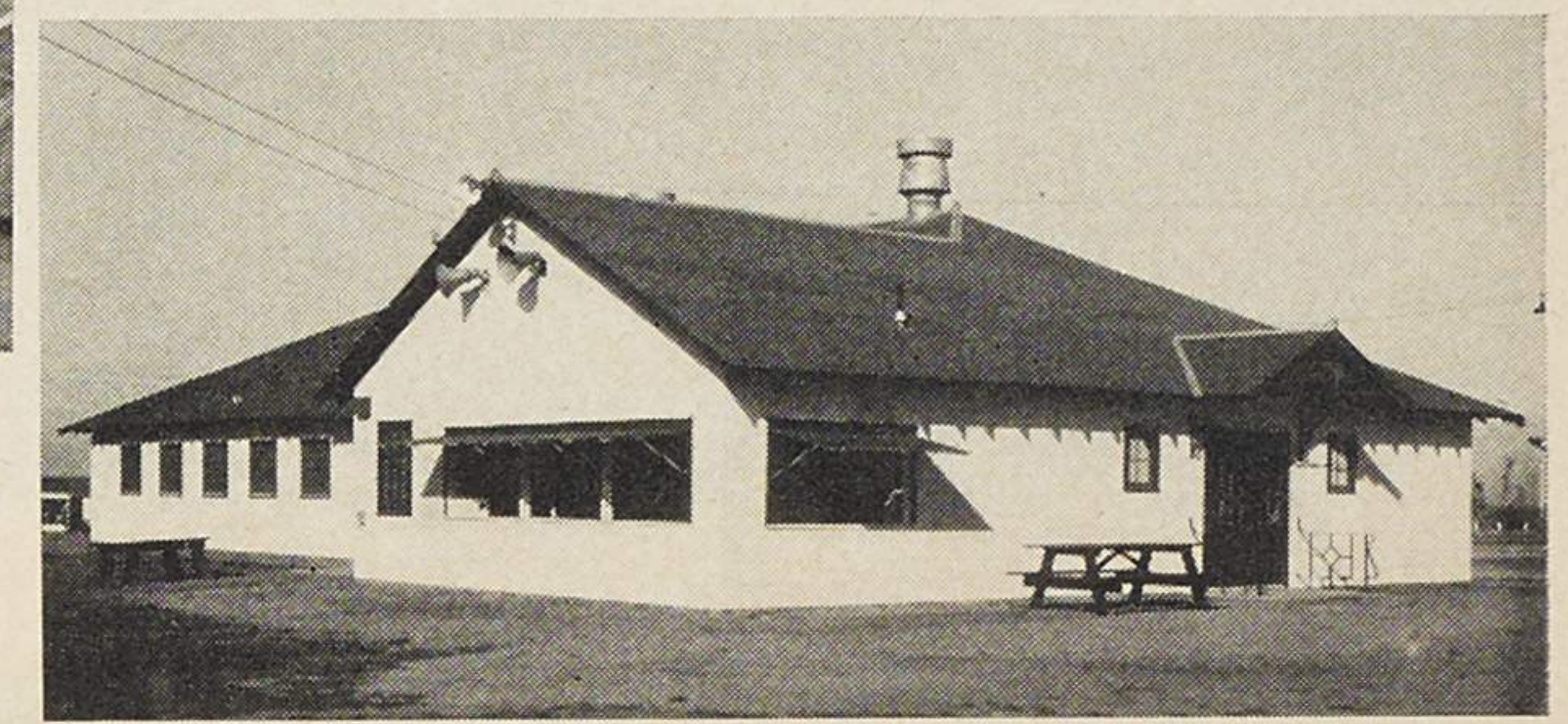
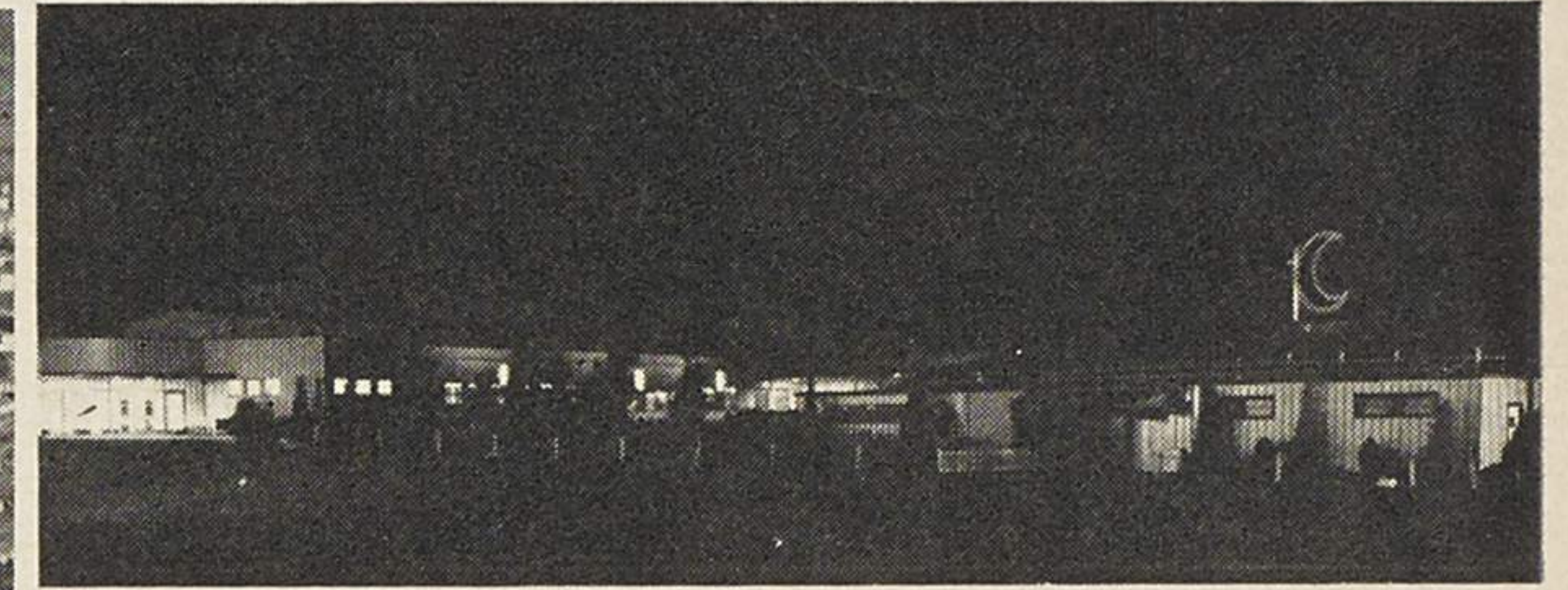
RISING OUT OF THE KANSAS PLAIN, Wichita's skyline has changed little since war began despite city's rapid growth. The above view is looking east from roof of Forum. Allis hotel (extreme right) is still state's tallest building. Biggest change is in outlying districts where sprawling aircraft plants and mushrooming residential districts have pushed back open fields. Unlike many towns in wartime, Wichita has few empty business buildings, almost no vacant dwellings. Reasonable estimate of city's population is 185,000 compared with 114,000 in 1940



WITH TRAVEL BY MOTOR CAR restricted by gas rationing, buses and trains bear the brunt of heavy wartime traffic. Here is the familiar Santa Fe Trailways bus station in Wichita, its loading docks jammed with people. Despite discomforts of present day travel both bus and rail lines are carrying heaviest passenger loads in their history



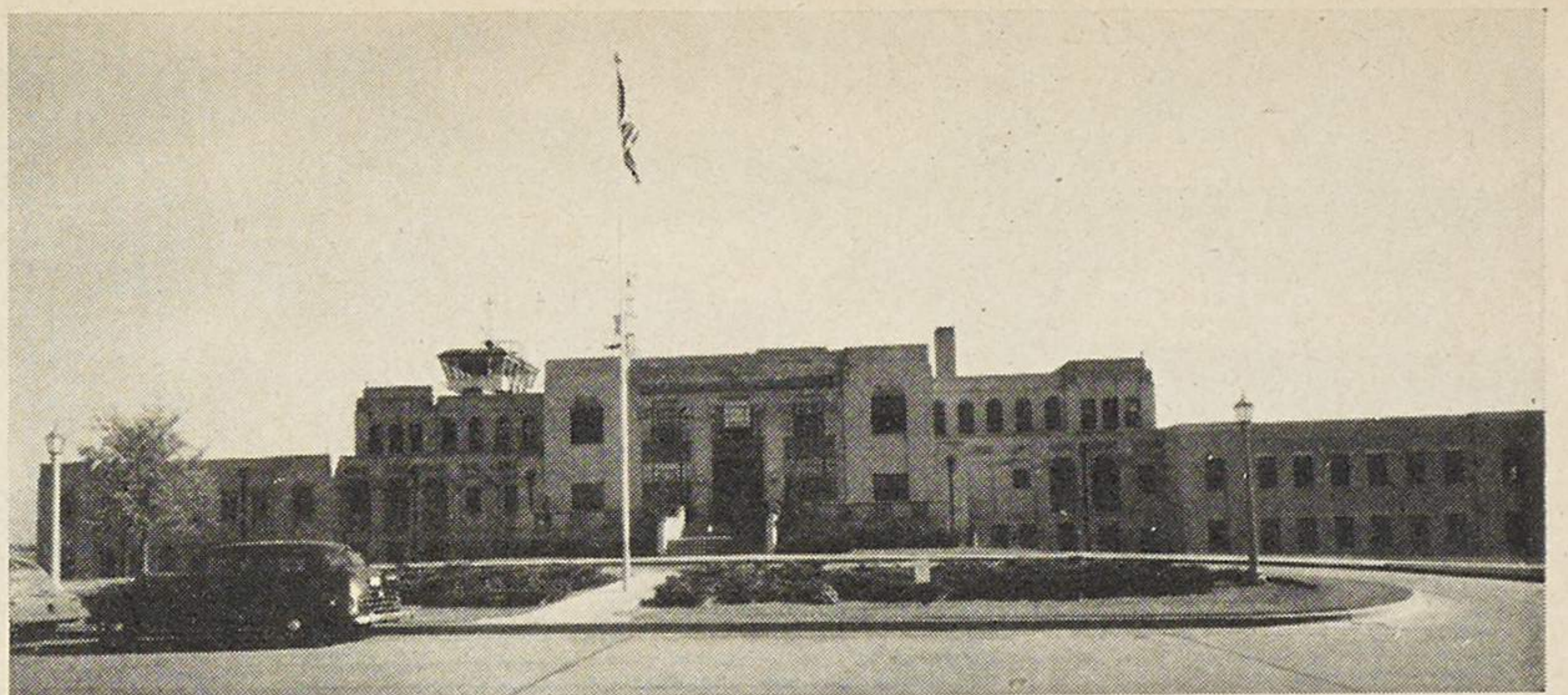
LESS THAN TWO YEARS AGO the first families moved into Planeview, federal housing project covering almost a square mile north of the Boeing plants. Today, Planeview is one of the four largest housing projects in the nation; is Kansas' seventh largest city (pop. 18,600). Overwhelming percentage of its employed population work at Boeing. Planeview has its own business section with stores, cafeteria, theater, bowling alleys, post office, fire and police departments. It also has a model school system. Smaller projects are Hilltop Manor with over 1100 and Beechwood with 500 units



FUN IS WHERE YOU FIND IT and those you left behind still look for it in the old familiar places. Wichita's Blue Moon (night picture above) still features "name" bands. Most all "night spots" are closed. "No Beer" signs are everywhere. Popular with many Boeing men and women is the new Recreation building shown above. The 100x40 feet building is latest addition to Boeing park, is ideal for departmental parties and especially convenient for second shifters who have weekly "come-as-you-are" dances beginning at 4 a.m.



DOUGLAS AVENUE is still Wichita's "mainstem." This is a scene looking east toward Market street intersection. Bus line-up at left is typical. Biggest downtown crowds are on alternate Saturday afternoons when Boeing plants are closed. Most of Wichita's stores are still doing business at the same old stands. If you have something to sell—you can sell it in Wichita

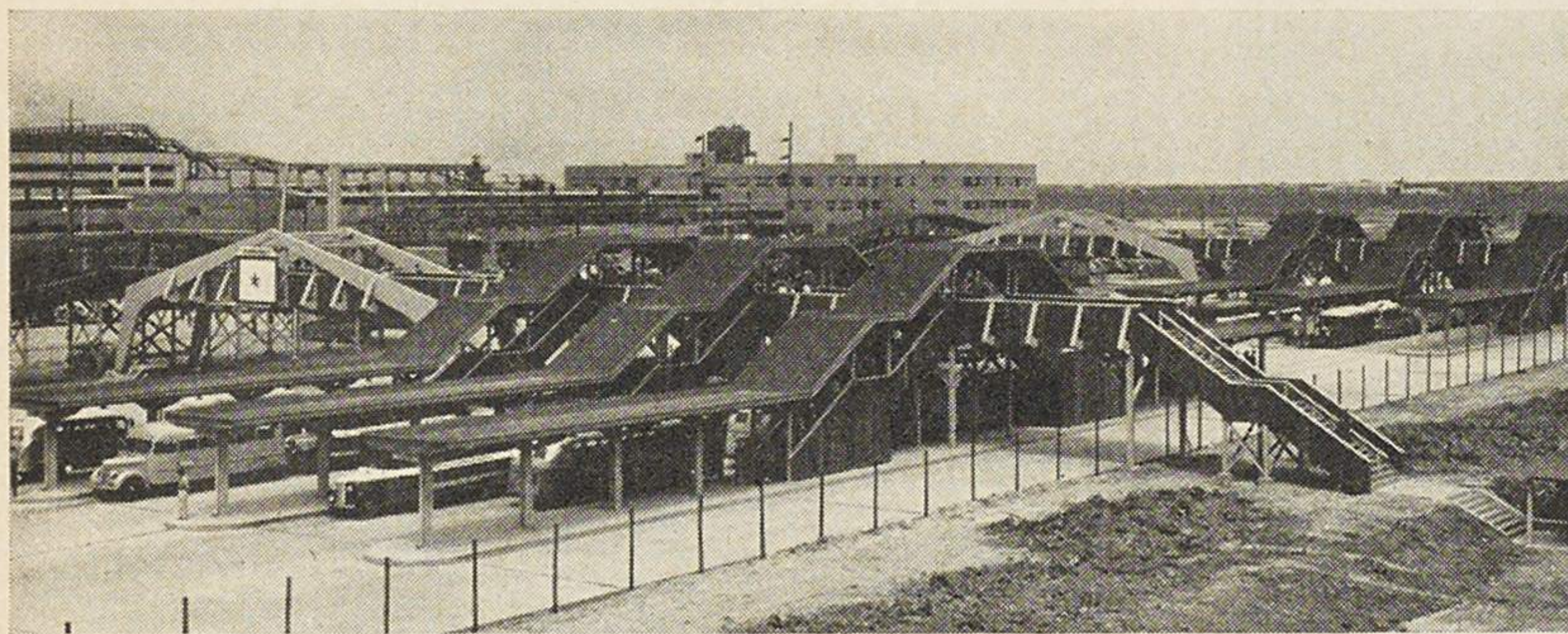


SOMETHING NEW HAS BEEN ADDED. The Administration building at Wichita's Municipal Airport has two new wings to provide more space for AAF's Midwestern Procurement District offices. The airport now covers 1800 acres, is one of the busiest in the country with as many as 2000 take-offs and landings a day. Airport grounds are still favorite spot for sightseers, especially on hot summer nights

## Visiting Servicemen Show Keen Interest



EAGER TO SEE THE B-29 IN PRODUCTION — men and women from all branches of service and from all parts of the country visit the Boeing plants daily. The regularly scheduled plant tours every afternoon at 2 o'clock have been in operation since last January. Receptionists Gwen Smith (left) and Lois Nighswonger answer questions for servicemen as they gather in the Plant II lobby preparatory to making the plant tour



SINCE WAR BEGAN "Travel by Bus" is more than a slogan—it's a reality for thousands of Boeing employees who arrive and leave the plants at the twin terminals shown above. Stairways, ramps, overpasses—even the giant suspension arches are built of wood. Covered "islands" permit loading of 60 buses at one time. Boeing is served by two city lines, scores of commuter buses

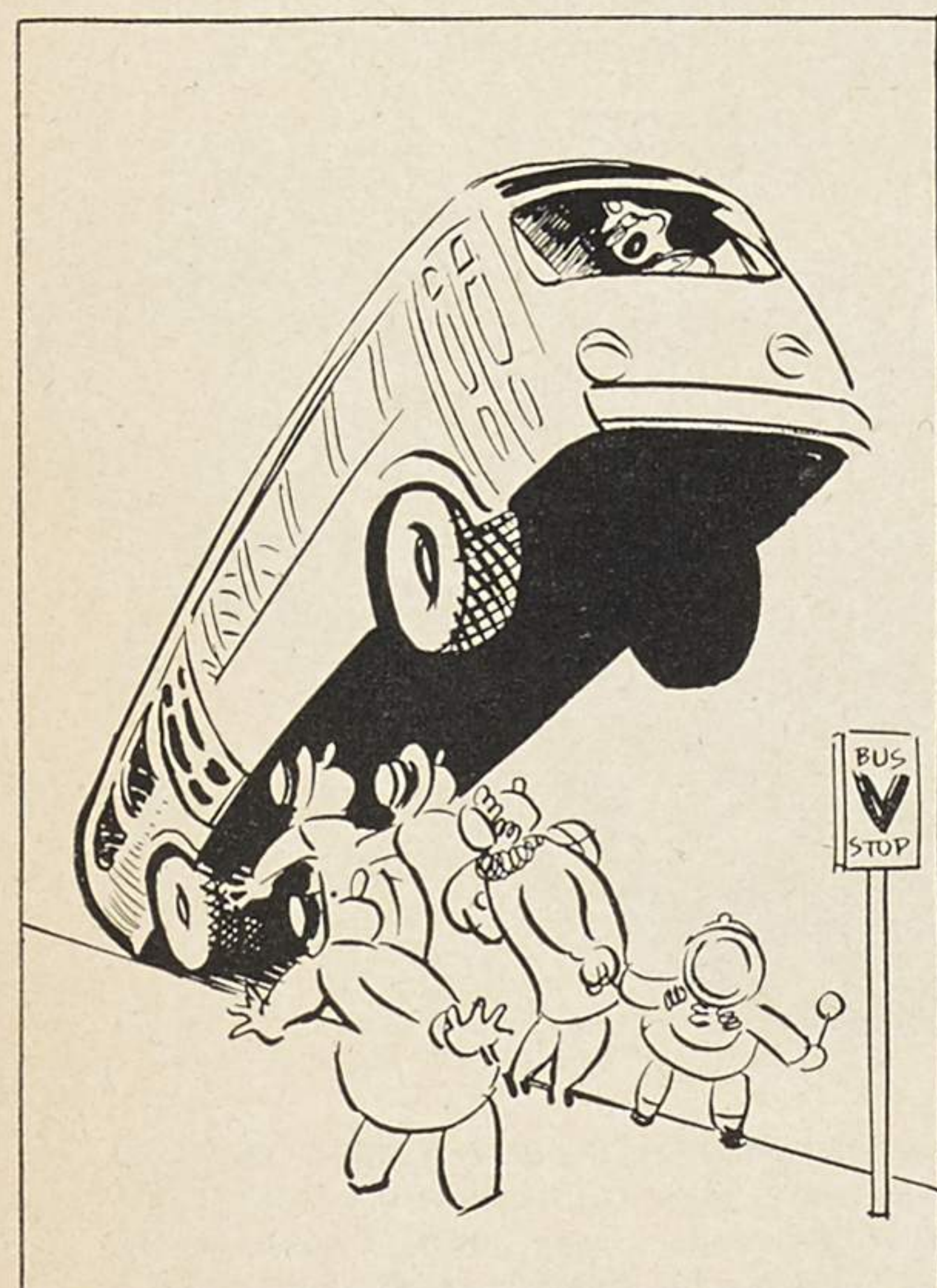


### CREW HAS LAST WORD

HEADQUARTERS, 20th BOMBER COMMAND, SOMEWHERE IN INDIA.— On a recent mission carried out by 20th Bomber Command B-29 Superfortresses, one of the big ships dropped its bombs on docking facilities and shipping along the China coast.

Before the plane reached its Western China base, word came in that one bomb had made a direct hit on a 500-ton Japanese vessel, blowing it to bits. The message—source of which is a closely-guarded secret—concluded:

"How is that for intelligence?"  
The reply went back: "Thanks. How is that for precision bombing?"

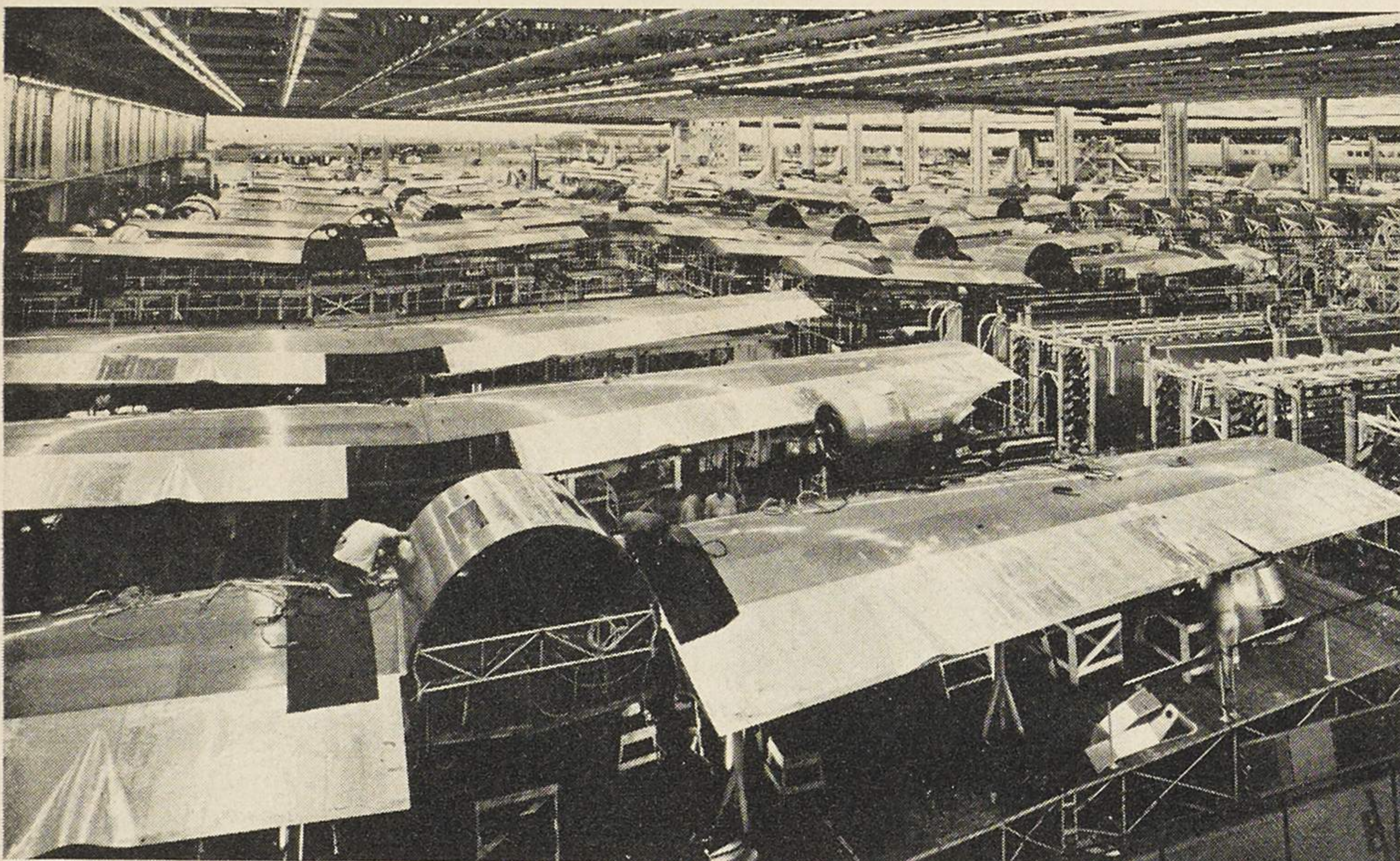


"Step back in the bus"

## Through These Doors Roll the Mightiest Bombers in the World



ABOVE: Night and day, B-29 Superfortresses move in steadily growing numbers through the doors of Final Assembly. The wide ramp north of Plant II is filled with B-29's. So is the huge parking apron east of the plant. This view is looking east along the two 300-foot wide north doors of Plant II

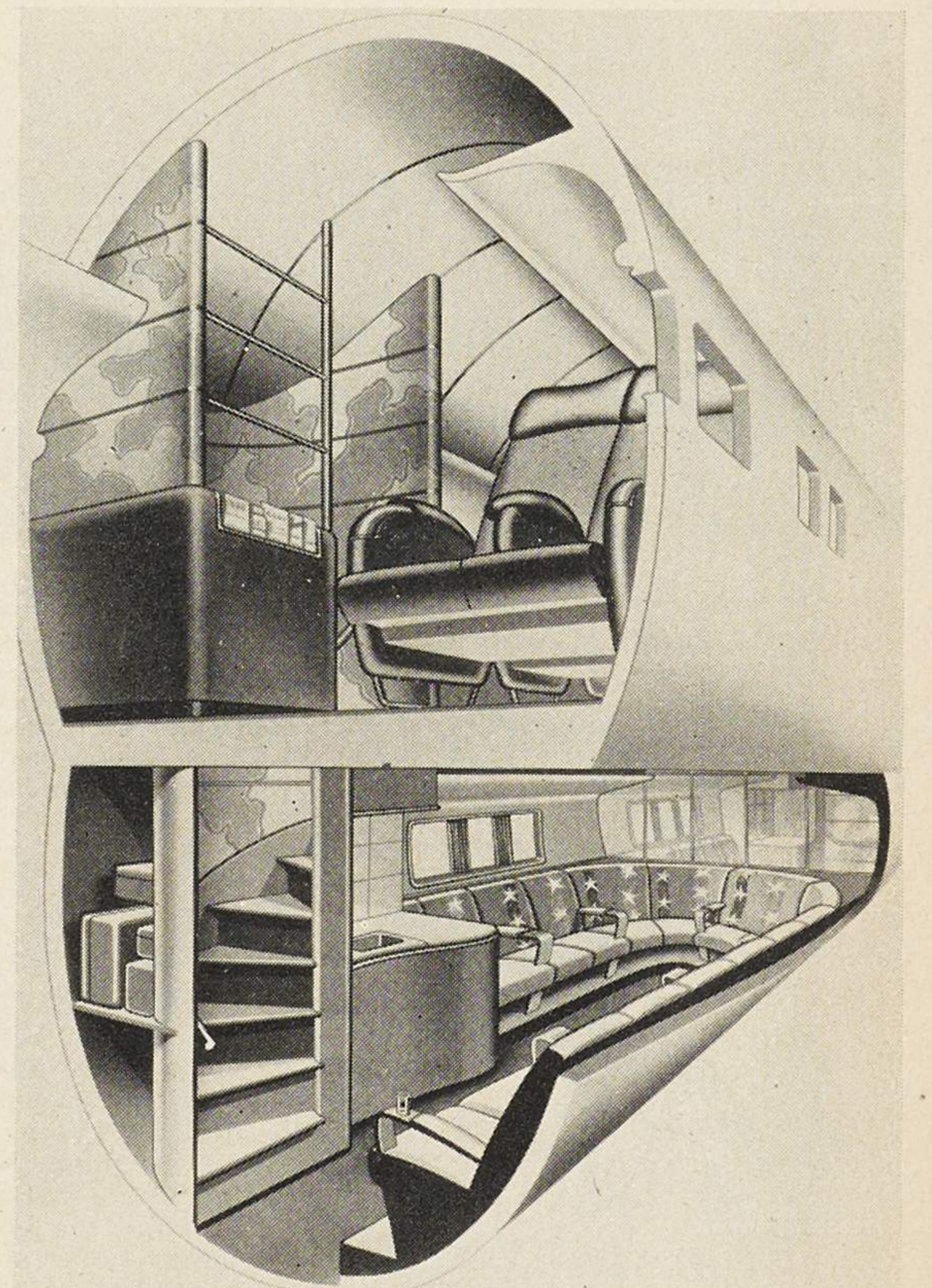


LEFT: The increased tempo of Superfortress production at Boeing-Wichita has brought important changes to Major and Final Assembly areas. Space in left foreground was formerly occupied by shops making dorsal and vertical fins, stabilizers and wing panels. This work is now done at Plant I and by subcontractors. Scene is looking north along west assembly bay



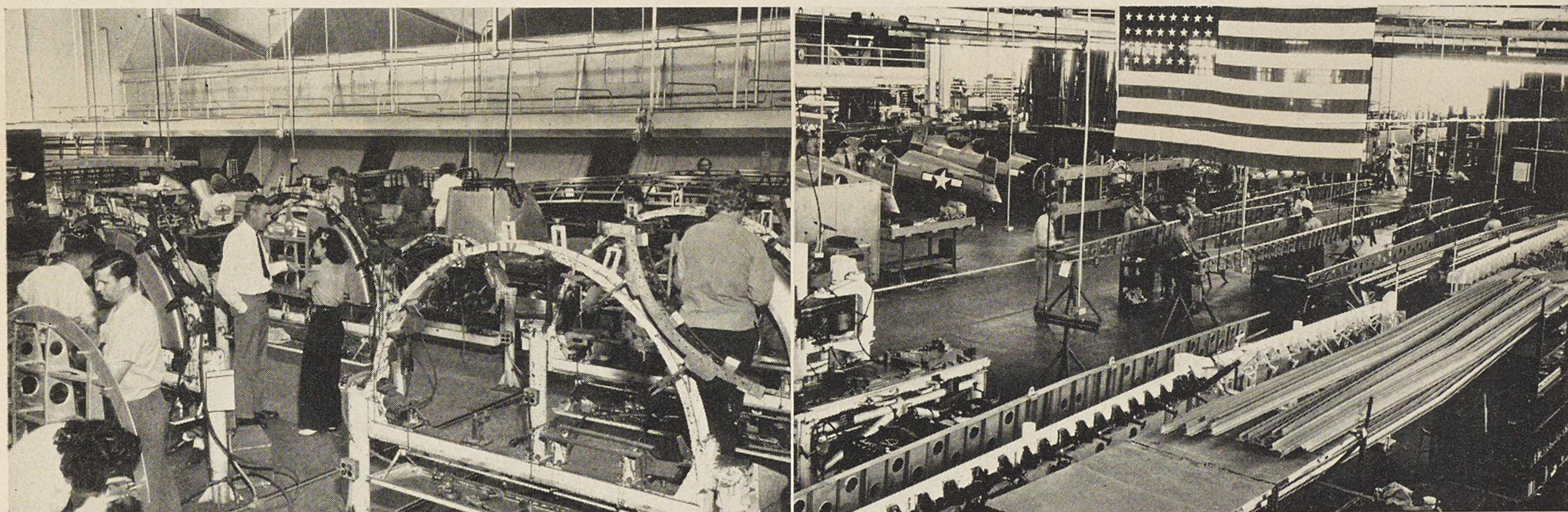
LEFT BELOW: With clocklike precision, B-29 body sections move at set hours toward Final Assembly. Forward pressurized cabins minus their plexiglas noses are shown in this picture of Structural Body Assembly with bomb bay sections in upper left. Offices above distribution aisle in background are comparatively new, supply much-needed space

### Cutaway View of 377



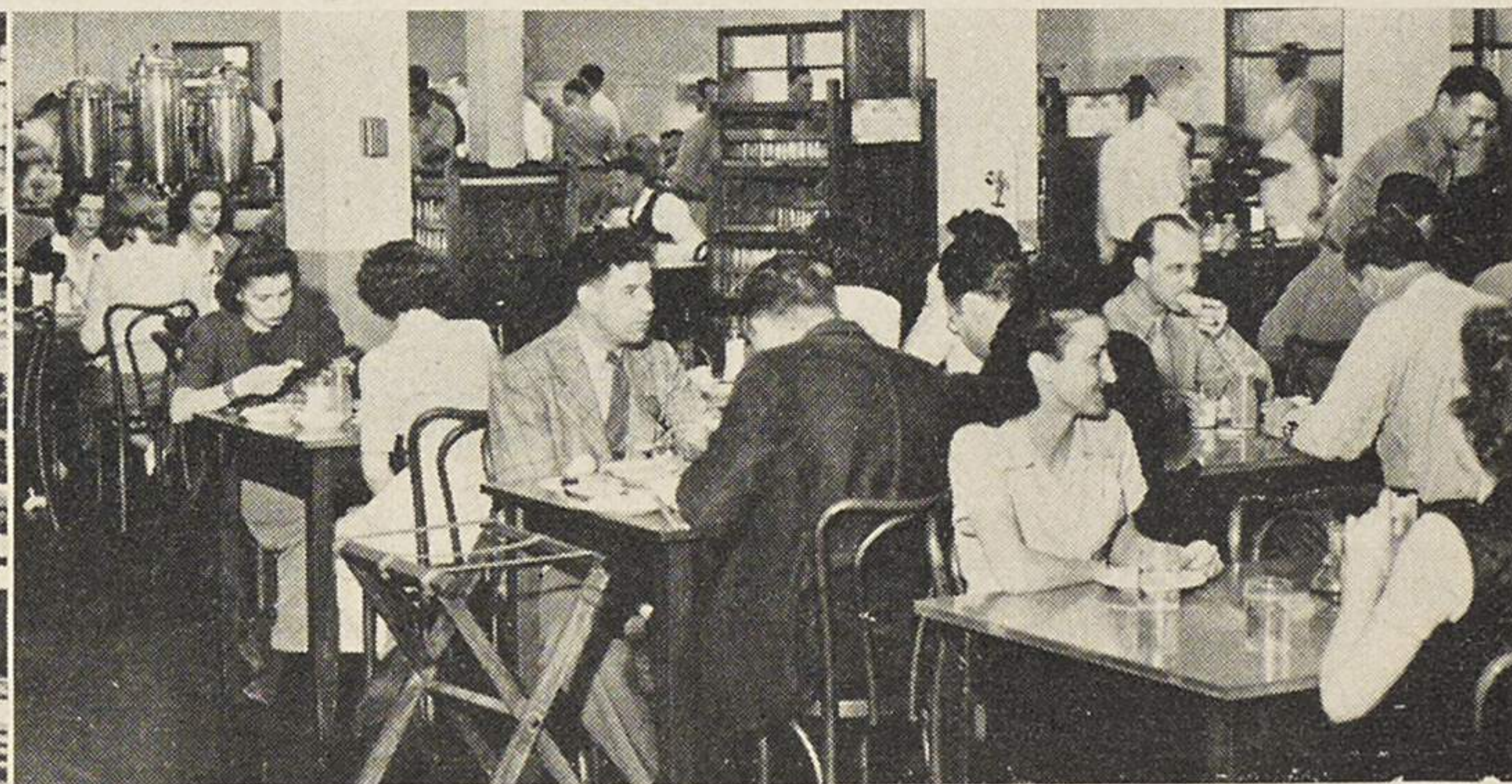
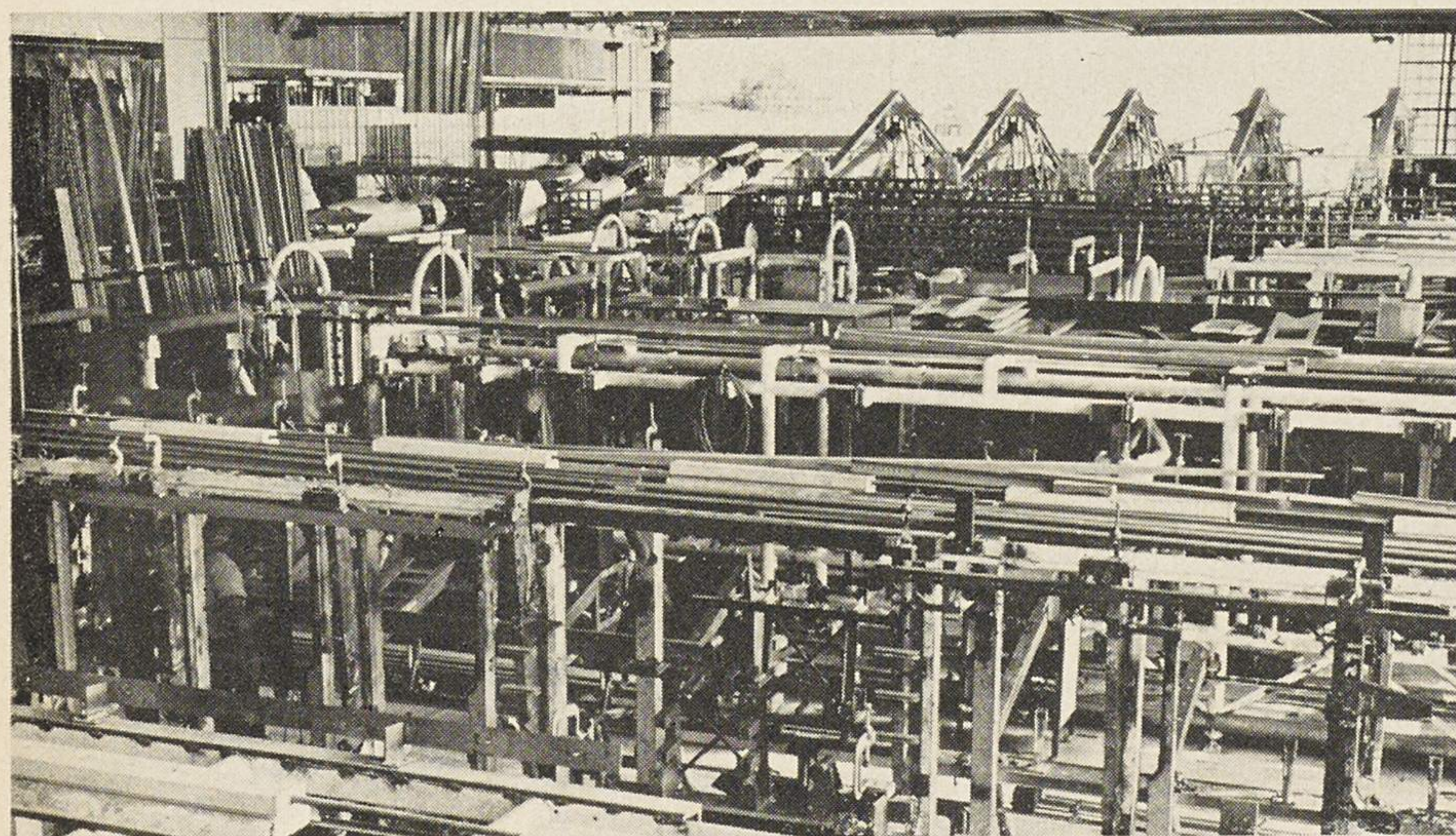
THE LUXURIOUS APPOINTMENTS of the Boeing Model 377 Stratocruiser, postwar transport, is shown in the artist's cutaway sketch of a cross section of the plane. Upper deck is used for day passenger seats convertible into berths. Lower rear cabin is combination lounge and dining room. Circular stair joins decks

# A Boeing-Wichita B-29 in Flight Above the Kansas Plains



THE NOISE OF RIVET GUNS AND DRILLS has invaded the Plant I paint room. Principal activity is making B-29 stabilizer assemblies. PT painting is now done in part of the old dope room

TYPICAL OF CONVERSION AT PLANT I is this scene in what once was Primary Assembly. Instead of long rows of PT's, B-29 stabilizer spars now dominate the picture

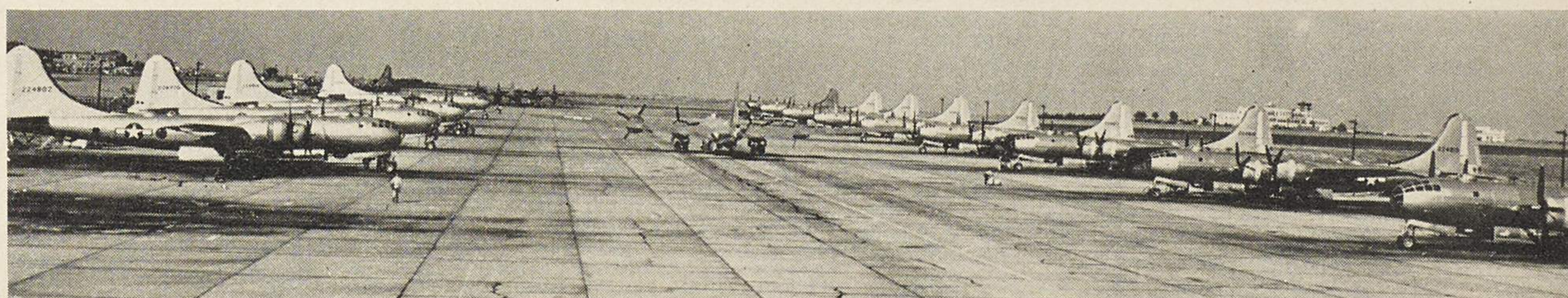


PLANT I OFFICES WERE ALSO AFFECTED by B-29 conversion program. Biggest change was moving of cafeteria from second to first floor where Planning and Dispatching and part of Engineering were located. Expedite, Production, Material Control and Tooling departments now occupy second floor. Cafeteria still features good food

LEFT: PLANT I FINAL ASSEMBLY is now a forest of heavy B-29 jigs. Single row of PT's is squeezed in far corner. Bridge-like jigs in distance are for B-29 stabilizers. Stabilizer span is 43'3"; PT wing span is 32'2"

★

BROAD PARKING APRON across from Plant II is busy spot 24 hours a day. Here B-29's get final check-ups before delivery to the Army. Familiar sounds are deep-throated roar of Superfortress engines, staccato of plane's machine guns and cannon during armament tests. View is from south end of apron



# A Five-Minute Furlough With the Girls Back Home



IF YOU'RE wondering what the girls back home are doing, here's a pictorial letter giving you a resume of the typical Boeing girl's day.

First off, back home there's a definite manpower shortage. In fact, the word "man" seems very remote to most girls.

Right now the home front is a striking resemblance of a woman's world—but that's not the way the girls would like to have it. They're just as anxious for you to come home as you are to get back. And in the meantime, they're just biding their time.

While they wait for your return, their days go something like this:

1. At 5 in the morning the alarm blares out reveille for the lass who works first shift. **Maxine Burnett** yawns, sneaks a couple more winks and then gets up to meet the dawn.

2. Even though most of the men in a Boeing gal's life are "either too young or too old," there's a certain amount of primping that has to be done. **Verres Everts** puts on her "face," brushes her hair and dashes down to breakfast. (Incidentally, Verres is the daughter of "Ad" Everts whose face has been a familiar one

around Boeing for the last 15 years. He's Fabrication superintendent at Plant II.)

3. It's still dark when first shifters pile out of cars and buses to begin their day's work. Five early birds who drive to the plants together are (left to right) **Betty Sitton, LaVerne McGahan, Bettee Bell, Joan Wharton and Helen Mitchell.**

4. On the job—10 hours a day—**Mary Ann Breitenbach**, an inspector, finds that crawling around jigs and B-29 assemblies is hard work. By the time 4:45 in the afternoon rolls around, she's pretty well "done-in."

5. In fact, all the girls are lagging a bit by the end of the shift. You couldn't tell it, though, from the sparkle in **Margaret "Mike" Egan's** eyes as she clocks out. By the way, lads, she was the Plant I rodeo queen this fall.

6. But a woman's work is never done—darn it! After work, there's always a bit of tidying up to do, and **Dorothy Kaup** shows you what a neat job can be done. After clean-up time, there's a dash to the butcher's, the baker's, the corner grocery or a seat at the nearest hamburger stand. After all, a gal's got to eat!

7. In the evening it's more likely to be MAIL than MALE. Readin' and writin'

are the two favorite pastimes for the girls who build B-29 Superfortresses. And nine chances out of ten, she's writing to a man in service. When mail call comes around, you can remember girls like **Alva "Cuddles" Caudill**, who write to about a dozen servicemen every week.

And then to bed—to dream of the day when a soldier, or a sailor or a marine will be back home for keeps. That's a typical first shifter's day.

But on second shift, it's a reverse process:

8. **Alta Pfaffly** (left) arrives home from work at 4 in the morning. Roommate **Betty Kendrick**, who is a first shifter, gets up to have breakfast with her. Except on weekends, from 4 to 5:30 a.m. is the only time they have together. Then Alta goes to bed, and Betty goes to work.

9. About noon, when second shifters usually get up, there's the customary pressing of slacks, writing of letters and everything else that first shifters do in the evening—including baths. That's **Helen Clark** in the tub.

10. Then some of the girls dash out for lunch, to shop or to see a movie. Here **Rose Marie Crabtree** drops in for a coke with **Marie "Lollie" Betzen.**

11. Back home again before going to work. Sometimes there's a few minutes for playing records before changing into slacks and leaving for the plants. It's **Rose Marie** again—with certain tunes reminding her of a certain sailor.

12. They come from miles around. For lots of girls building B-29's also means a couple hours a day bouncing along in commuter buses. But **Katherena Eckert** (left) and **Alice Montgomery** look none the worse for extra hours of travel to and from their homes in Belle Plaine and Winfield, respectively.

13. And then to the night shift to take up where the girls on the day shift leave off. **Lillian Nigg** works on B-29 tail assemblies at Plant I. Her workday begins at 4:45 a.m. and ends at 3:30 a.m.

14. Back home about 4 a.m., and it's **Alta** again awakening **Betty** to read the latest from one of her servicemen.

First shift, second shift—all around the clock. It's a busy world, a fascinating world—but, with all, a curiously empty one for thousands of Boeing girls who wait at home for their men who have gone away to war.

# SOMETHING from THE BOYS

The Air Medal and two Oak Leaf Clusters were awarded to **S/Sgt. Emmett Shuck**, stationed in England with the Eighth Air Force. This former assistant foreman of Shop 540 recently enjoyed a "recess" from aerial warfare at an Air Service Command rest center.

**Edward Sisk S 1/c**, formerly in Department 75, has been in New Guinea nine months. He is the son of Thelma Sisk (405).



Edward Sisk

**Pvt. Ray C. Rovenstine**, formerly assistant foreman of Shop 405, and **Pvt. Wilbert M. Karlowski**, milling machine operator in Shop 120, are stationed at Camp Wolters, Tex.

**E. V. Davis CMM**, member of the Seabees, has returned from the Pacific theater and is stationed at Port Hueneme, Calif. . . .



Jack D. DeVault

**Pfc. Jack D. DeVault**, stock clerk in Shop 47 from July, 1941, to February, 1943, is now somewhere in France. . . . "Winning balance of power" is the way

**Pvt. Garwin D. Thomas**, gas test technician for two years in Shop 365, describes the B-29. He is stationed at Clovis, N. M.

**Sgt. William L. Pipes**, waist gunner and aircraft armorer on a B-17, is engaged in bombing German defenses. The sergeant was an inspector here.

**H. Dale Hampton ARM 3/c**, junior weight recorder in Department 71 for a year, is with a carrier aircraft service unit. . . . After training at Fort Leavenworth, **Cpl. William B. Estill**, former draftsman in Department 92, was sent overseas as an electrical expert on the superchargers of heavy bombers. . . . An eager follower of the B-29's career is



William B. Estill

**Cpl. Reuben Haas**, benchman in Shop 60 for over a year, now stationed with the AAF in Italy. **S/Sgt. Ronald Zimbelman**, a former riveter in Department 55, is also overseas. . . . The one-time assistant foreman of Shop 100, **Robert C. Wilburn, F 2/c**, was transferred recently to Terminal Island, San Pedro, Calif.

**Sgt. Richard A. Brady** who was an assembler and finisher in Department 58 is a member of the Marine Corps.

**Glenn Herrel AM 1/c**, employed in October, 1941, as a riveter in Shop 42, is now serving overseas. He is the son of Mazie A. Herrel (89) and nephew of George Bond (226).

**Cpl. Alfred V. Collins**, former employee of Shop 266, has been flying in B-17's as part of his gunnery instructor's course at Laredo, Tex.

**Dallas Earl Crim, 2/c**, is serving on the USS Parle. He was an assembly finisher in Shop 21.

**Lt. (j.g.) Frank L. Best**, engineer in the Navy Air Corps, has been in Australia for the past 16 months. He was employed in June, 1941, in Inspection, Plant I, and was an Inspection foreman in the Salvage department when he left here, March 6, 1943. Art Best (500-2) is his brother.



Frank L. Best

**Pvt. Johnnie Moore**, who left here last February to join the Marines, was recently home on leave, told his friends at Boeing he expected to see plenty of action before long. At the time he left Boeing, Johnnie was supervisor of sup-

plies, printing and communications in the Treasury division. He worked here four years.

**Pvt. Carl K. Holt**, assembler of sheet metal in Shop 245 for almost three years, and **Pvt. Paul Fletcher**, a shaper operator in Shop 102 for two years, were graduated from the Armament department at Lowry Field, Denver, in September. . . . **Everett Raymond Sanders, F 1/c**, riveter in Department 58 from January to August in 1942, is a member of the Navy Air Corps.



Everett R. Sanders

**Hershel Russell, Jr., AMM 3/c** former saw grinder in Shop 60, and **George S. Handy AM 2/c**, brake operator for over a year, are overseas in the Navy. . . .

**Pfc. Lyle W. Massey**, former Receiving employee, is now in France working on the railroad. . . . **Glenn Lightfoot, Jr. S 1/c**, son of C. Glenn Lightfoot (60), is serving with the armed guard center in the Pacific.

Beginning as a trainee in Shop 510 in October of 1943, he was a sheet metal worker at the time of his termination in February of this year. . . . **Pfc. Glenn H. Conine**, who worked at Plant I during his high school summer vacation in 1943, was inducted into the Marines in December, went overseas in April and has seen action in the Pacific. He is the son of Ruth H. Conine (22).

**Joseph L. Higgins (40)** and **Lola V. Higgins (200)** are proud of their son, **Kenneth L. Higgins**, a former employee in Department 38, who is now serving on the Coast Guard cutter, S. S. Campbell, somewhere in the Atlantic. Kenneth has five brothers, two brothers-in-law, and five uncles serving in the Armed Forces. . . .

**Paul H. Polage F 1/c** is also a member of the Coast Guard. He, too, was a riveter in Department 38. . . . **Virgil K. Lacey S 2/c**, former sheet metal assembler in Shop 8, is somewhere in the Pacific, serving aboard the USS Black.

A pair of Boeing twins are in the service, one in the Army and one in the Navy. **Everett Lickey MM 3/c**, former stock clerk in Shop 47, enlisted in the Navy and is serving in the Solomon Islands with his twin, **Pvt. Ernest Lickey**, one-time jig builder in Shop 67, enlisted in the Army. Ernest was wounded October 20, according to word received by his parents. . . . **Pvt. Gerald E. Ryun**, saw operator in Shop 120, is stationed with a medical outfit at Camp Berkeley, Tex. . . . **Sgt. Donald E. Knott**, employed as expeditor from January, 1941, to January, 1943, was a combat gunner on a B-25 Mitchell bomber with the 12th Air Force which gave air support in the invasion of Southern France.

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## Could Be the Night Before Christmas



BUT THE FIREPLACE ISN'T DECORATED. It hardly needs decoration, however, with the lovely old teapot in front of it. The antique piece of pottery is interesting and adds to the appearance of the fireplace. And INCIDENTALLY, the girl in the picture is Georgena Brannon, Boeing beauty queen for 1944. An illustrator in the Production department, she's keenly interested in Art—he's overseas with the Navy these days

### SPECIFICATION CHART

(Index to strategic materials listed in this issue)

| Part Number          | Location                 | Color Code |          | Dimensions |      |      |      |     |
|----------------------|--------------------------|------------|----------|------------|------|------|------|-----|
|                      |                          | Eyes       | Hair     | Height     | Bust | W'st | Hips | Wt. |
| Maxine Burnett       | 343 N. Holyoke           | brown      | brunette | 5'2"       | 34   | 26   | 36   | 125 |
| Verres Everts        | 1509 W. Douglas          | blue       | brunette | 5'2"       | 34   | 23   | 34   | 105 |
| Betty Sitton         | 314 N. Broadway, Apt. 12 | blue       | brunette | 5'6"       | 33   | 24   | 35   | 123 |
| LaVerne McGahan      | 2956 S. Clifton          | blue       | blonde   | 5'5"       | 33   | 26   | 35   | 118 |
| Bettee Bell          | 2643 Grall               | green      | titian   | 5'5"       | 34   | 25   | 35   | 125 |
| Joan Wharton         | 2877 S. Roosevelt        | blue       | blonde   | 5'2"       | 32   | 24   | 34   | 118 |
| Helen Mitchell       | Too bad, she's married!  |            |          |            |      |      |      |     |
| Mary Ann Breitenbach | 227 S. Terrace Drive     | brown      | black    | 5'7 1/2"   | 34   | 26   | 36   | 125 |
| Margaret Egan        | 1838 Park Place          | brown      | brunette | 5'4 1/2"   | 34   | 24   | 35   | 122 |
| Dorothy Kaup         | 403 S. Hydraulic         | grey       | brunette | 5'1"       | 28   | 23   | 31   | 96  |
| Alva Caudill         | 343 N. Holyoke           | green      | brunette | 5'3 1/2"   | 32   | 24   | 35   | 107 |
| Alta Pfaffly         | 514 N. Topeka, Apt. 8    | blue       | auburn   | 5'3 1/2"   | 34   | 23   | 35   | 111 |
| Betty Kendrick       | 514 N. Topeka, Apt. 8    | blue       | brunette | 5'2 1/2"   | 33   | 22   | 34   | 110 |
| Helen Clark          | 1600 E. Central          | blue       | brunette | 5'7 1/2"   | 34   | 26   | 36   | 124 |
| Rose Marie Crabtree  | 302 S. Holyoke           | blue       | blonde   | 5'4"       | 34   | 25   | 35   | 117 |
| Marie Betzen         | 475 Mathewson Court      | brown      | brunette | 5'3"       | 33   | 24   | 34   | 108 |
| Katherena Eckert     | Belle Plaine             | blue       | blonde   | 5'4"       | 32   | 24   | 34   | 108 |
| Alice Montgomery     | 420 W. 11th, Winfield    | brown      | brunette | 5'2"       | 32   | 24   | 35   | 109 |
| Lillian Nigg         | Colwich                  | blue       | brunette | 5'3"       | 34   | 24   | 35   | 123 |
| Georgena Brannon     | 422 S. Volusia           | grey       | blonde   | 5'4"       | 34   | 23   | 35   | 120 |
| Louise Thomas        | 416 N. Emporia           | blue       | brunette | 5'3 1/2"   | 34   | 23   | 34   | 113 |
| Lois Nighswonger     | 300 S. Bluff             | green      | brunette | 5'5 1/2"   | 33   | 25   | 35   | 110 |
| Gwendolyn Smith      | 1340 N. Hillside         | blue       | blonde   | 5'1"       | 33   | 24   | 34   | 110 |
| Aileen Anderson      | She's married, too!      |            |          |            |      |      |      |     |
| Katherine Gillen     | 1065 N. Topeka           | brown      | brunette | 5'6"       | 34   | 25   | 35   | 126 |
| Marian Reed          | 1050 N. Topeka           | blue       | red      | 5'5"       | 34   | 26   | 36   | 128 |

## Since You Went Away

(Continued from Page 2)

Red Cross reach \$131,000. . . . Special twice-a-day news broadcasts inaugurated in plants through radio station KFBI. . . . Boeing Bombshells, undefeated in City league, lose in third round of national women's basketball tourney.

**APRIL**—One of worst floods in Wichita's history hits city, many employees forced out of homes by high water, scores unable to reach work. . . . Boeing Chorus featured on national radio show. . . . Amazing horsepower of B-29, four engines developing a total of 8,800 horsepower, revealed. . . . Price of milk and coffee increased to 6 cents a serving at all plant food facilities except vending machines. . . . Knudsen again visits plants, declares B-29 most important plane being built. . . . Undersecretary of War Patterson comes to plants, terms B-29 program most important in the nation, Boeing-Wichita's job "most urgent."

**MAY**—Nearly 100 newspaper, magazine, radio representatives, accompanied by high-ranking Army officers, spent three days at plants in first official B-29 press conference at which the Boeing Superfortress is unveiled for first time. . . . Thousands attend old-fashioned family picnic in Boeing Park. . . . Work halts 10 minutes on both shifts while employees pay tribute to memory of plant's gold star men and nation's war dead. . . . "Spotlight Bands" radio program salutes Boeing-Wichita.

**JUNE**—May production announced as reaching new high; record praised by President P. G. Johnson on visit here. . . . Employees thrilled by announcement Boeing-Wichita B-29's have made first bombing raid on Japan. . . . Raid causes War Department to release B-29 details to public, results in world-wide publicity for fine work being performed here. . . . Employees exceed \$1,200,000 War Bond goal and "purchase" two B-29's for presentation to Army. . . . Boeing board of directors holds annual Wichita meeting here.

**JULY**—Production "blitz" hits plants, employees working 20 consecutive 10-hour days to meet emergency requests of Army. . . . Already high attendance mark rises to highest mark in history. . . . New milestone reached with Plant I delivering 10,000th equivalent Kaydet primary trainer. . . . "Gen. H. H. Arnold Special" crew sends back detailed reports on bombing raids on Japan. . . . Employees set all-time high attendance records as demands increase for B-29 production. . . . New Boeing Magazine makes bow. . . . The "Eddie Allen" and the "293," B-29's purchased by employees with War Bonds, dedicated at ceremonies attended by thousands on Plant II flight apron.

**AUGUST**—Army highly pleased at our attainment of B-29 production goal for July. . . . Visit in July of Maj. Gen. Curtis LeMay, new chief of the 20th Bomber Command (B-29's) in CBI theater, revealed. . . . Elmer Blanchat (50), Cecil Barlow (71), and H. B. Courtney (50), receive 10-year service pins; 47 others get 5-year pins. . . . 10,000th PT produced at Plant I is reported in service at Chickasha, Okla., Army air base.

**SEPTEMBER**—Wichita downtown stores display Boeing B-29 parts and equipment with theme "Japan is our assignment." . . . Employees Association rodeo draws record crowds at Lawrence Stadium. . . . Formerly restricted, information is released on B-29 fire power. . . . Philip G. Johnson, Boeing president, dies in Wichita hospital following stroke suffered during visit here. . . . Cigarette shortage begins to be felt in plants. . . . Newsreel cameramen make first movie shots in Plant II.

**OCTOBER**—An estimated 50,000 people visit both plants at big Sunday open house. . . . General Wolfe commends us for bearing brunt of B-29 spares program. . . . Further combat reports received from "General Arnold Special." . . . Union contract is renewed; the first year of union agreement offering a splendid testimonial to understanding and cooperation between labor and management—friendly relations and no loss of time in disputes. . . . Boeing-Wichita receives new order for B-29's, latest numbering 700 Superfortresses. . . . Wichita Forum jammed as Vox Pop radio program is broadcast nationally as a salute to men and women of Boeing; five Boeing employees participate in show as do 11 Army airmen forming first B-29 combat crew to return to U. S. . . . Employee contributions to Wichita Community-War Chest exceed \$105,000.

**NOVEMBER**—Combat crew of Boeing B-29 "Mysterious Mistress" spends day at plants, praises Superfortress and efforts of employees to turn them out in great numbers. . . . New Clubhouse in Boeing Park completed. . . . Employees win fifth Army-Navy "E" Award. . . . Boeing employment office moved from downtown location back to plants, shift denoting no cessation in hiring program. . . . Acute shortage of cigarettes results in decision to remove vending machines—impossible to make an equitable distribution of the meager supply received. . . . Group of newsmen from War Department in Washington visits plants for press conference and to view B-29 production. . . . Thanksgiving announced as full work day. . . . New clubhouse completed in Boeing Park. . . . Gradual increase in B-29 production schedules started.

## Stratocruiser

(Continued from Page 1)

which it is capable, or as an all-cargo plane with 17½ tons payload.

A pressurized cabin along the same lines as that of the B-29 Superfortress maintains 8,000-foot altitude conditions up to 30,000 feet.

This newest addition to the Boeing family, known as the Boeing Model 377 and named the Stratocruiser, utilizes the B-29 wings and other aerodynamic advancements which have proved so successful on the Superfortress. The tail surfaces and landing gear are the same as the B-29's but the volume is much larger than that of the Superfortress and the fuselage is 12 feet longer. Its height of 33 feet, 8 inches also exceeds that of the B-29.

### Is Inverted "Figure 8"

The two decks of the new airplane are achieved by building one fuselage on top of another, the top section being longer and the two streamlining into each other. The bottom section is the same diameter as the B-29, and the top section slightly larger with a width of more than 11 feet. A cross-section of the plane thus resembles an inverted figure "8."

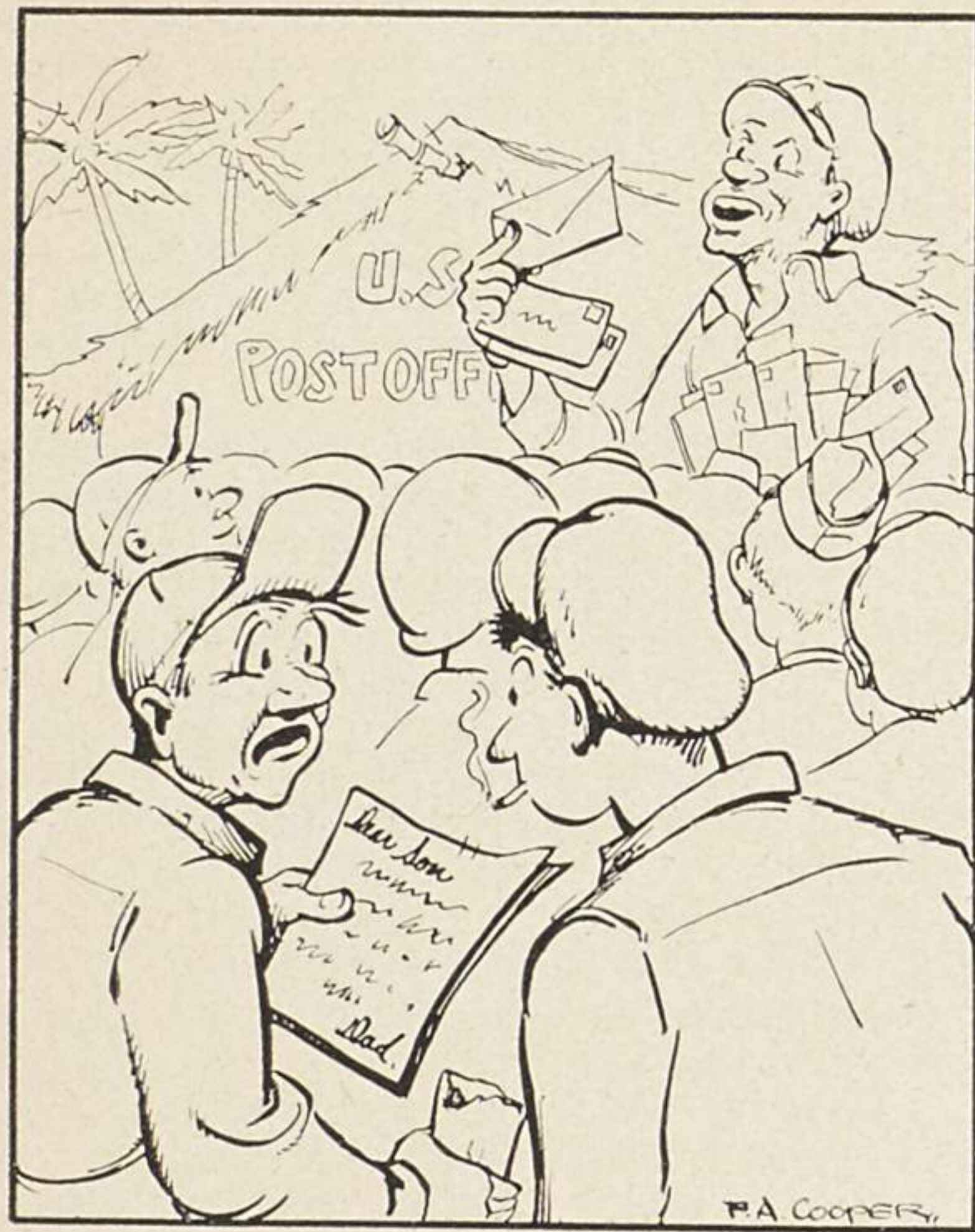
The transport now being flown at Seattle is a military version of the airplane Boeing will build for the immediate postwar market, according to C. L. Egtvedt, Boeing chairman. For the present all production will be for military purposes.

### Research in Other Fields

Development of the new airplane for commercial use in peacetime is tangible evidence that aviation will continue to be the prime objection of the Boeing company following the war. However, an extensive program of research and study has been carried out in the last two years so that other fields will be open to Boeing engineering and industrial skill and facilities in event aviation does not require their full use.

These cover a wide range of possibilities such as forms of transportation other than aircraft, refrigeration and household articles, along with extensive research, economic as well as engineering, of the private owner airplane, feeder line transport and advanced military aircraft.

Boeing is not waiting until after the war to develop a peacetime industrial program. How and when that program will become effective depends on many factors, military and economic, which cannot be determined until the war is won on all fronts.



"Gotta quit smokin' — my folks need my cigarets."

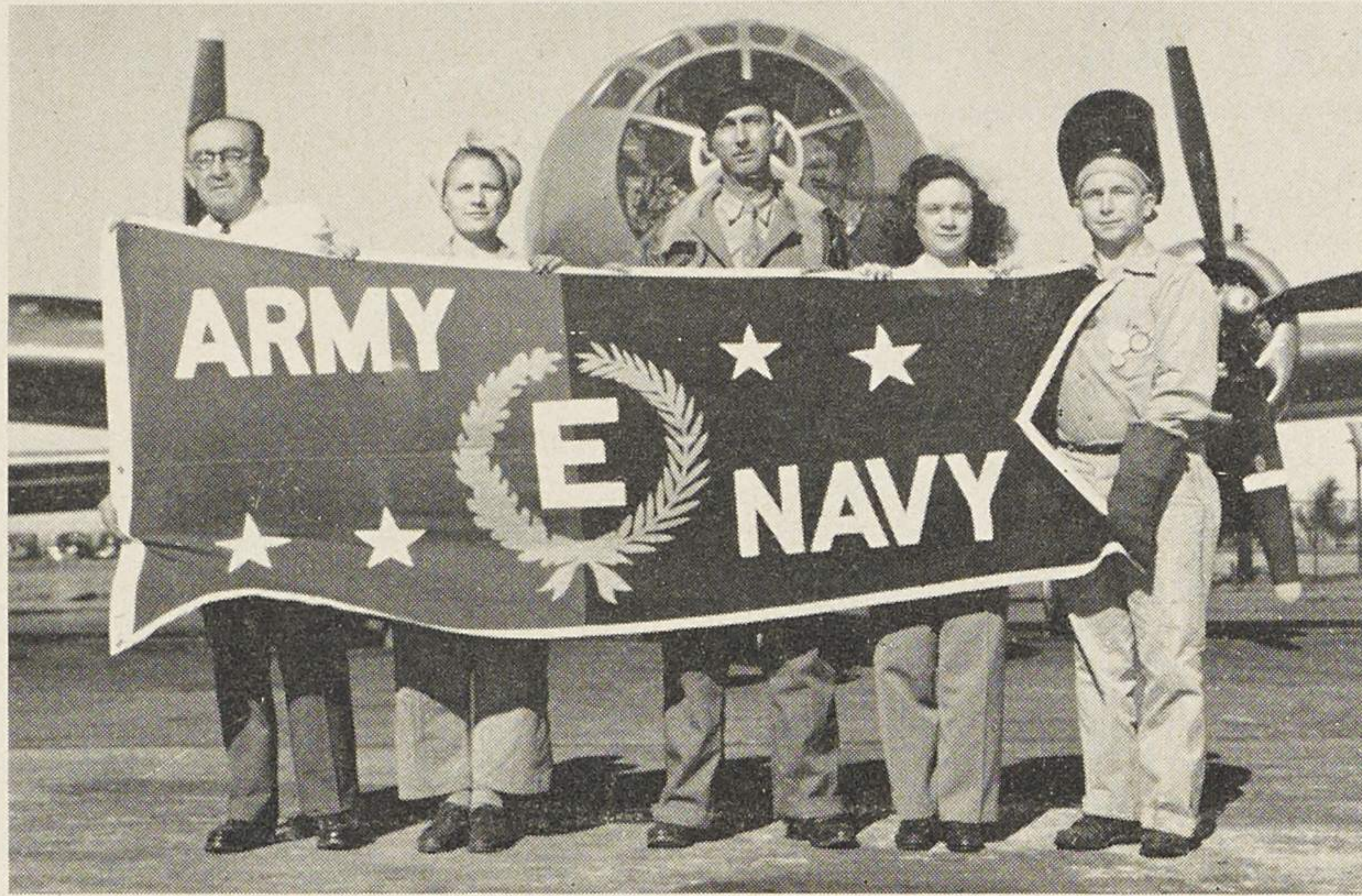
John F. Dennis, Jr., is serving aboard an aircraft carrier as an aviation machinist's mate. He was a tool prover in Shop 69 from October, 1940, to July, 1944.

## They've Definitely Got You Covered, Boys



IT'S QUITE A JOB keeping tab on 6110 Boeing men and women in service — but these three do it. Marian Reed (left), of the Employees Association, sends you PLANE TALK and BOEING MAGAZINE when you request them. Katherine Gillen (center), of the Personnel Records Office, helps to take care of your file folders, containing data on the days when you were punching a time-clock at Boeing. Aileen Anderson (right), correspondent for the Employees Service department, keeps informed of your whereabouts so that employees may keep in touch with you

## Record of Accomplishment



REPRESENTATIVE OF THE COLLECTIVE EFFORTS of thousands of loyal Boeing-Wichita employees, including those now serving in the Armed Forces, are these five typical Boeing men and women who have helped to earn five consecutive Army-Navy "E" Awards. From left to right they are: F. C. Morehouse, inspector, Plant II; Pearl Geiser, electrical wirer, Plant II; Forrest Jones, Final Assembly, Plant I; Nell Streater, timekeeper, Plant II; and Lewis Atkinson, welder, Plant I. To most Boeing employees "E" Awards represent recognition for their hard work dating back to the days when Plant I began the accelerated production of training planes. Of underlying importance is the fact that Boeing-Wichita has never failed to deliver training planes, B-17 assemblies, gliders and B-29's in the quantities needed — when they were needed

## General Arnold

(Continued from Page 1)

and skill of its pilot following a take-off from a base in China for a mission against Japanese industrial targets. The skillful piloting and heroism which also saved the lives of his crew members has resulted in an award of the Distinguished Flying Cross for Maj. Boyce C. Anderson, pilot from Timpson, Tex.

"Immediately after take-off on a Superfortress mission to Anshan, Manchuria, the B-29 which Major Anderson was piloting blew a cylinder on No. 4 engine," the official citation reads, continuing:

"The engine then caught fire and soon the entire wing was enveloped in flames. The flames streamed backward beyond the tail of the airplane.

"Major Anderson, by skillful piloting, initiative, and judgment succeeded in maintaining control of his aircraft and gained sufficient altitude to enable certain members of his crew to parachute to safety.

"Major Anderson then saw that the fire was bought under control.

"In addition, so as not to disrupt the sequence of take-offs and delay other B-29's on the mission, Major Anderson continued to circle over his home base on three engines at an approximate gross weight of 130,000 pounds until all others B-29 take-offs had been completed."

The mechanical mishap caused the "Special's" first abortive mission. The big bomber has since participated in three raids.

### SON RECEIVES DFC

First Lt. J. C. Koontz, son of John Koontz (535), has been awarded the Distinguished Flying Cross for his skilled leadership of group and wing formations on three important missions over Europe.

The Eighth Air Force flier received the following citation: "In the face of dense cloud formations on all these occasions, and anti-aircraft fire on two occasions, Lieutenant Koontz, by exceptional piloting ability, led combat formations in successful attacks."

### RECEIVE PLANE TALK?

If you do not receive Plane Talk regularly — and would like to have it — drop us a note requesting it. If you keep us posted of your changes of address, we'll keep it coming to you each week.

News from you is eagerly read by those you left behind. Let us know where and how you are. Too, we'd like your comment on this issue.



"When I get home I'm going to sue Hollywood for misrepresentation"

### RADIO OPERATOR PROMOTED

S/Sgt. John E. Woods, radio operator in the "Black Death" Marauder group, has been promoted to the grade of technical sergeant at his base in the European theater. The Sergeant, employee in Shop 63 until January, 1943, holds the Soldiers' Medal, the Purple Heart, the Air Medal with ten Bronze and two Silver Oak Leaf Clusters. His mother, Natalina T. Woods, has been a machine shop inspector for two years.

### FORMER WORKER IS ATC PILOT

Lt. Gene B. Butterfield, employee in Department 85 for over two years, is stationed at an Air Transport Command training school near Reno, Nev. He received his commission and Army Air Forces wings this summer and attended the AAF Training Command's B-24 Liberator co-pilot school at Keesler Field for five weeks.

### SENDS WORD FROM KODIAK

From Kodiak, Alaska, Marshall E. Hargrave, S 1/c (no relation to See Here Private Hargrove) sends greetings to his fellow workers in Shop 8. His wife, former employee in Department 72, is now living in Mapleton, Iowa. The young couple have a three-month-old daughter, Carolyn Kay.

### STATIONED IN ISLANDS

Roy E. Hastings, S 2/c, former riveter in Shop 245, has been transferred to the Seabees and is now stationed in the Hawaiian Islands.

## Recap of Raids

(Continued from Page 1)

sunk here, a bolt tightened there, and a hundred and one other jobs that go into a completed B-29.

It was something tangible, something really accomplished, a fitting climax to long hours and hard work. The Army did not reveal until later that there had been an even earlier raid, a test run against Bangkok in Japanese-held Thailand (Siam).

### Seven Raids in Three Months

From June on, the Japs learned to know the deep-throated roar of the Boeing B-29 engines and to feel the thunderous explosion of its bombs. The Superfortresses, taking off from secret bases in China, ranged far and wide to smash the very sources of Japan's war machine. The Naval base at Sasebo, the steel works at Anshan in Manchuria, the huge oil refinery at Palembang, Sumatra, the big industrial plants at Nagasaki in Japan, and again Yawata — all felt the destruction of Superfortress bombs in July and August.

September marked two more return trips to finish off Anshan. Then, in the space of four short days in October, the B-29's thrilled everybody at home with three blows at Formosa to help the Navy turn back the Japanese imperial fleet and assure success in the Philippines invasion.

### Hit Hard and Often

The triple attack on Formosa marked a rapid stepping up in Superfortress operations. The big Boeing bombers went to the Japanese home island of Kyushu October 25, to Rangoon in Burma November 3, Singapore and Sumatra November 5. Then came the big climax on Armistice Day, November 11, with a three-pronged B-29 offensive against Nankin, Shanghai and Omura, the latter the site of a big Jap aircraft factory.

With the tempo of B-29 raids being stepped-up month by month, the Superfortress is beginning to fulfill the fondest hopes of its builders. The B-29's rolling off the lines here forecast a gloomy future for Japan — the magnificent young men who fly them and service them will see to that.

## Liberty Ship Gunner Helps Bag Jap Zero

Sidney Olmstead, a former employee of Shop 80, was mentioned in a recent radio newscast as a crew member of the S. S. David Dudley Field, Liberty ship which claims two firsts in the recent Leyte Island invasion.

The vessel claims to be the first Liberty ship to arrive in the Philippines and the first Liberty ship to shoot down a Zero in the area. The Kansas boy, who worked here during the summer of 1942, is a gunner on the ship.

Four of his relatives are now employed at Boeing-Wichita. His uncle and aunt, H. Deloss Olmstead and Julia Olmstead work in Shops 63 and 21 respectively. A cousin, Dale Olmstead, has been assistant foreman of Shop 401 for almost four years, and Dale's wife, Helen, is an employee in Department 61. His mother, Virginia Olmstead, formerly worked in Department 51. All members of the family are from Douglas, Kansas.

### SCHNEIDER AT LAREDO

Pfc. Robert F. Schneider, assistant foreman in Shop 235 until his termination in May, 1944, was among the service men who toured the plant a few weeks ago. He is stationed at Laredo Army Air Field, Laredo, Tex., with a gunnery squadron.



"Pilot to navigator . . . WHEEEEE!"