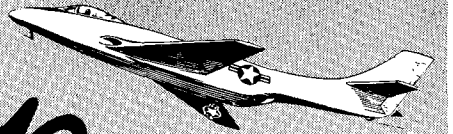


# MCDONNELL

# Airscoop



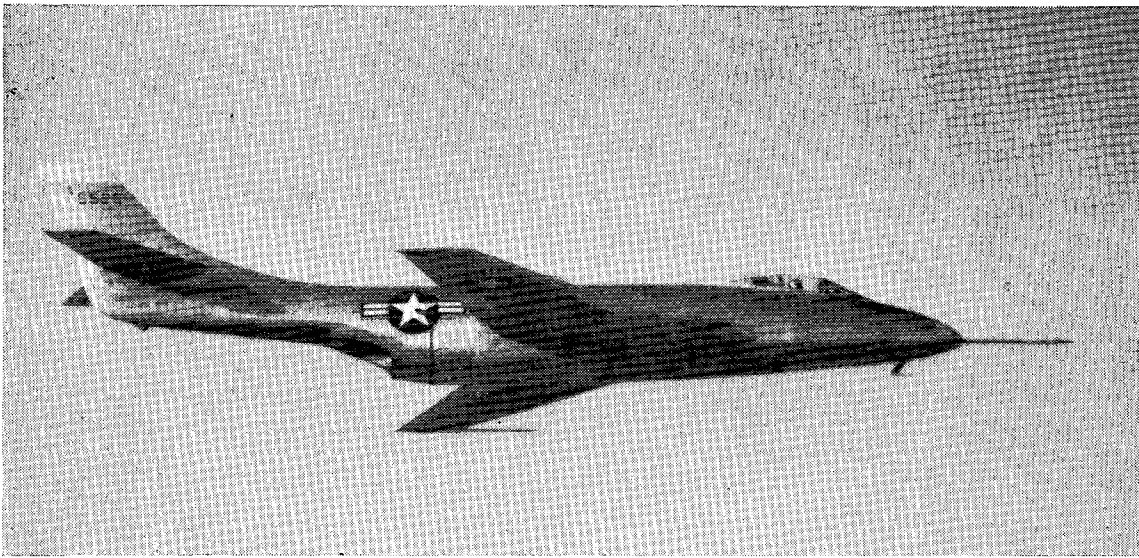
VOL. VIII—No. 2

MCDONNELL AIRCRAFT CORPORATION, LAMBERT FIELD, ST. LOUIS, MISSOURI

FEBRUARY, 1949

## M.A.C. ANNOUNCES SUGGESTION PLAN

### Air Force First Flight Photo of XF-88



**AIRBORNE—AND HOW!** This first releasable picture of the shark-bellied XF-88 in flight shows the airplane's clean, swept-back lines to advantage. "Shot" by an Air Force photographer as it zoomed past the tower at Muroc Air Force Base, the XF-88 seems to bear out the prediction that it may soon be classed as the "fastest airplane in the world." Actual performance figures are secret but the Air Force's newest penetration fighter has made a series of flights at Muroc with Bob Edholm at the controls and the flight test program is continuing.

## Million Dollar Experimental Fighter Contract Awarded To M.A.C. In Aircraft Competition

G. C. Covington Names Robert J. Baldwin Project Engineer; W. J. Blatz, Project Aerodynamicist and M. L. Ramey, Project Stress Engineer For New Fighter.

Mr. Mac went "on the air" during January to announce to the entire team that the company had executed a contract with the U.S. Government for a very advanced, new type experimental fighter airplane. The contract is for engineering work which will amount to approximately one million dollars.

M.A.C. was awarded the contract as winner of a design competition in which entries were made in September, 1948. Eight other major aircraft companies in the United States submitted entries. Details of the design as well as indication of the specific branch of Armed Service involved were not disclosed.

#### Phases of Contract

Specifically, the work will consist of: engineering design, construction of models for testing in a low speed wind tunnel, supersonic wind tunnel, spin wind tunnel, and free flight wind tunnel. An aileron and flap model will also be constructed and tested in a wind tunnel, and a full scale mock-up of the new fighter will be designed and constructed.

If, during any stage of the above engineering work the Government should decide to issue a contract for further development, McDonnell would proceed to construct

two complete experimental airplanes. A third stage of the engineering program would include flight test development of these airplanes.

#### Key Personnel

It was also announced by G. C. Covington, chief engineer, that Robert J. "Bob" Baldwin would be project engineer on the new fighter. Other key engineering posts will be held down by W. J. "Bill" Blatz, who will be project aerodynamic engineer, and M. L. "Pete" Ramey, who is appointed project stress engineer. All three of these men have "grown with the company," their association with M.A.C. being their first full-time employment since leaving school.

Baldwin was born August 11, 1917 in East Lansing, Michigan and graduated from Michigan State College in June, 1940. He joined M.A.C. on July 1, 1940. Blatz was born on June 28, 1920 in Windsor, Ontario, Canada and is a 1942 graduate of the University of Detroit. He joined M.A.C. on January 26, 1942. Ramey, a native of Glade-water, Texas, was born September 3, 1919 and graduated from the University of Texas in June, 1941. He joined the company the same month.

M.A.C. has been a rather steady recipient of experimental contracts for the development of jet fighters, helicopters, guided missiles and pulsejet engines, but the new type experimental fighter airplane contract is the company's first of this nature since 1946 — and, as was pointed out by Mr. Mac, a large aircraft manufacturer should receive a major experimental contract at least every three years to assure a continuous flow of work thru the organization.

A "task force" of about forty M.A.C. people worked on the new design, either directly or indirectly. Those named as deserving "special mention" include: vice-president, Don Berlin; chief engineer, Garry Covington; assistant to the vice-president, Kendall Perkins; chief technical engineer, Vernon Outman; chief aerodynamicist, Dave Lewis; new project aerodynamicist, Bill Blatz; design engineer, Herman Cole; assistant project engineer, Lloyd Novak, and field service administrator, Jack Sutherland.

#### MOVIE NIGHTS . . .

Banshees, Little Henrys, XF-85's, XF-88's and other M.A.C. products and activities will parade on celluloid for M.A.C. associates and families on Friday nights until further notice at 7:30 P.M. Seating is limited so get tickets early from the Cafeteria Recreation Office.

## Cash Awards For Best Ideas To Improve Efficiency-Cut Costs

Program To Stimulate On-The-Job Thinking.  
New Suggestion Plan Starts February 1.

That streak of inventive genius you have slumbering in your subconscious now can come out, stretch, and begin nosing around. M.A.C. has set up a Suggestion Plan whereby you can conveniently jot down any ideas that come to mind and submit them for immediate evaluation and recognition. In addition, those ideas that will promote greater economy and efficiency in the operations of M.A.C. are going to be rewarded with attractive cash awards.

Your company has expanded rapidly during the last year. Many new teammates have been added, along with new equipment and changes in methods of operation. M.A.C. is striving constantly to improve its position, its products and its methods of manufacture. You are an integral part of this program and you can make direct contributions to it by submitting your suggestions for improvement. Incidentally, you can improve your own immediate financial position too by submitting a suggestion which may merit a nice cash award.

The most helpful ideas will come from those of you who put a good deal of thought to your own job. By being closer to your own work than anyone else, you are in a better position to see all of the details which may escape the observation of supervisors or of the technical staff. All levels of M.A.C. management and supervision, by the way, have endorsed the plan and will encourage participation although not eligible for an award themselves.

Some of the suggestions which are most desirable should help to:

1. Increase production
2. Reduce costs of materials
3. Improve quality of product
4. Improve method of operation
5. Improve machinery or equipment
6. Suggest new uses for existent

- products, tools, machinery or equipment.
7. Eliminate waste
8. Improve working conditions and safety
9. Improve housekeeping or storage
10. Improve office methods, systems or routines.

Those suggestions pertaining to employee services should be directed to the attention of the Recreation and Welfare office in the Personnel Department and are not eligible under this plan.

The Suggestion Plan is scheduled to go into operation this week, so let's take a quick look at what happens if you have an idea you'd like to submit.

1. You're eligible for an award unless:

- (a) Your duties are primarily supervisory.
- (b) Your normal duties require planning, thinking and development of ideas, and the suggestion you have in mind pertains to these normal duties.

2. Suggestion Blank racks will be located throughout the plant from which you can secure a blank and an envelope addressed to the Suggestion Coordinator, Department 60, Personnel Building. Rules of the plan are on the reverse side of the blank. When you've jotted down your idea on the blank, put it in the envelope and drop it in a handy Suggestion Box or in the regular company mail, whichever is more convenient.

3. Your suggestion will be routed by the Suggestion Coordinator to the various departments affected by your idea. These departments will evaluate your suggestion and send their recommendations back to the coordinator. By the way, the section on page 3 bearing your

(Continued on Page 7)

## Captain Felix Baker To Address Management Club February 7

"Carrier Warfare and the Banshee" to Highlight Outstanding Program

"Carrier Warfare and the Banshee"—a message that hits close to home with every member of the M.A.C. team—is the topic chosen by Captain Felix L. Baker, Bureau of Aeronautics Representative at M.A.C., for his February 7 address before the Management Club. A large turnout is expected for the 6:15 P.M. dinner meeting which will be held, as usual, at Candlelight House in Clayton.

Mr. Mac is scheduled to introduce Captain Baker to the club.

Captain Baker will discuss the general concept of carrier warfare, with specific emphasis on the role the Banshee is expected to play in the strengthening of our Naval air arm. Well qualified to discuss the subject, the Captain was Commanding Officer of the famed U.S.S. Randolph during its daring campaigns of World War Two and is holder of the bronze star medal.

Air Force and Navy administrative personnel stationed at M.A.C. have been invited as guests of the club for the February meeting. New club members will be introduced to the club as a whole, also Navy and Air Force guests.

To round out the lighter side of the evening, the entertainment committee has arranged an excellent musical program. Jack Conner, well known KMOX staff artist, will be featured on the program February



CAPTAIN FELIX L. BAKER  
Bureau of Aeronautics Representative



R. J. "BOB" BALDWIN  
Project Engineer



W. J. "BILL" BLATZ  
Project Aerodynamicist



M. L. "PETE" RAMEY  
Project Stress Engineer





Published Monthly by and for the Personnel of

McDONNELL AIRCRAFT CORPORATION, ST. LOUIS 3, MISSOURI  
Lambert-St. Louis Municipal Airport

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Photo staff . . . CHESTER TURK, BILL SCHMIDT, PEGGY REIMER, GEORGE LEWIS, DAVID LEARY and WILLARD WALDRON.

Volume VIII

FEBRUARY, 1949

Number 2

## Real Achievement

*A new Government order . . . a million dollar experimental airplane contract . . . what does it mean to us?*

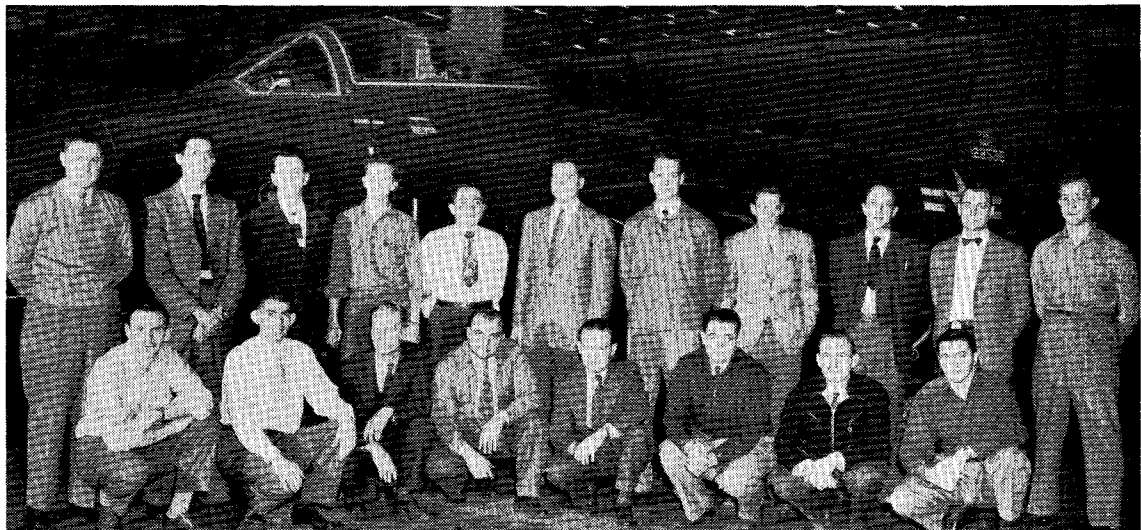
*The new contract is of inestimable importance to every member of the M.A.C. team — whether the job is concerned with engineering, production or administration. It pumps life blood into the organization where it is needed most — at the roots. The small engineering "task force" has nursed the idea through the seedling stage. A larger group will cultivate it through the phases of wind tunnel testing and mock-up construction.*

*If circumstances warrant and phases two and three are contracted for, larger and larger segments of the team will be called in to employ their specific skills and techniques. The final stage—production—is the goal we all aim for as it keeps assembly lines moving and employment at a high level. We attain "job security", a steady income, the ability to obtain and enjoy the better things of life.*

*But another point we tend to overlook in our personal interest in our own welfare is the fact that the contract was won in competition with eight other major aircraft companies. It was obtained without "shooting angles" or exerting political pressure . . . we merely pitted our skill against most of the industry and came out on top. That's real achievement . . . something to be proud of.*

*For the contract is more than a prize for the best design; it is a potential opportunity for all of us to make one of the greatest contributions possible to our national safety and welfare — for airplanes . . . faster, tougher airplanes . . . are our first and, perhaps, ONLY line of offense or defense in an atomic war.*

*What does it mean to us? Plenty!*



**ILLINI ALUMNI** "rally 'round" a production Banshee for their Alma Mater and M.A.C. Included in the group of Illinois University grads are, left to right, front row: J. Bianchetta, Bill Parsons, Roland Quest, Howard K. Moss, J. J. Petersen, E. L. Niemann, L. E. Salch and W. V. McGuire. Behind them are, left to right: Charles Remke, R. F. Merrill, Norris LaGrant, H. L. Johnson, R. Lending, Buford Brauning, Gene Netherton, L. W. Reithmaier, Lowell McCreery, Oliver Hogan and L. M. Reitter. Alumni absent include: chief engineer G. C. Covington, M. K. Murray, Gloria Netherton, and others.

### Mystery . . . Intrigue . . . "The Case of the Unreplaced Divots"

That stalwart trio on the M.A.C. field service firing line, Tom Johnson, Jerry Pochy and Dale Karr, recently engaged in "Operations Washington Monument," an exploit that would put even the palmy days of Frank Merriwell at Yale to shame.

The objective was simple . . . merely to tow the number six Banshee from Anacostia to the Washington Monument Park as part of the Inauguration Day exhibit. To prevent a major traffic jam, the job was to be done at 2:30 A. M. on Saturday, January 15.

Inching along Washington's stilled, grey streets at such an hour the strange procession encountered only a few stray revelers who took one look and muttered, "I'll never touch another drop s'help me!"

The objective was reached, but the landing gear, instead of clearing the strip of ground between sidewalk and street, sank axle-deep in soft, bottomless ooze. While the temperature hovered at a clammy 28 degrees, the trio held a strategy meeting . . . no tools, no equipment, no nothin'. A small jack and a couple of chocks from the car helped keep the landing gear from disappearing entirely until the Shore Patrol stormed the beach head.

No recruiting film has ever portrayed more drama than that of the new reinforcements who, armed with a shovel, quickly and literally "dug themselves in" under the gear. A "no parking" sign post nearby was removed to compress the strut, a steel runway mat was placed under the tires and the towing was resumed.

As the hapless Banshee was turned, however, the left tire separated the mat and down it went into the muck—which, fortunately, was beginning to freeze and simplified to some extent the excavation repeat performance. Along about 6:30 A.M. the frozen, be-draggled band, looking like Iwo Jima survivors, pushed the Banshee triumphantly to its display position and retired from the field, wonderful vaguely if they should have filled the holes and applied green paint as camouflage.

But now the dilemma . . . are they heroes or saboteurs . . . did they get the D.S.C. for exceptional devotion to duty . . . or an irate "dressing down" from the disgruntled Park Commissioner? According to "the boss"—J. F. Sutherland—it was neither . . . they merely received the privilege of going back the following weekend to return the Banshee to N.A.S. Anacostia!

**Personnel On  
Aircraft Payroll  
February 1, 1949  
7136**

FEBRUARY 1, 1948

3465

FEBRUARY 1, 1947

3117

## Let's talk shop

### MANUFACTURING—FISCAL—ADMINISTRATION

Contributors to this column are asked to send items via company mail to the Airscoop Office, Room 122. News must be received before the 15th of the month preceding publication.

Some people celebrated New Year's Eve with tooting horns and popping corks but Olin Mayer of the plastics division listened to the first squalls of Dennis Michael who was born at 8:38 A. M. Born at St. Joseph's Hospital in St. Charles, the little lad weighed 7 pounds, 12 ounces.

Romance has come to production control with the engagement of Pat Callahan and Bernie Miller. The big ceremony will come off at an undisclosed future date. The same department also announces the engagement of Richard Sandt, one of its foremost expeditors, to Dorothy Marks, of the Industrial Bank of St. Louis.

Assistant plant engineer, George Kline, was about the most jittery expectant father M.A.C. has ever seen. The reason . . . the adoption of five-week-old "Bill" Blanchard Kline on January 8. Bill, a fightin' ten pounds of real boy, is described by George as "a really swell guy." We say . . . "so's your old man."

The stenographic group bid its formal farewell to petite Jo Dowl, former Sky Belle, who resigned on January 21 to become Mrs. Preston LaJuanese and settle down in a new home in Overland. The farewell dinner was held at Candlelight House on January 20.

Mr. and Mrs. Joe Schallert have requested that we print the following note: "We wish to express our appreciation and thanks to the personnel of the loft and static test departments, and others in the plant, for the thoughtfulness they have shown and the help they gave to assist us in our present misfortune concerning our son. It is appreciated more than we can express in words."

## NOCTURNES

by

JOE WECKER



challenge all company teams. He is particularly interested in securing a game with the crack M.A.C. Flyers, to be played at the annual M.A.C. picnic. Claude boasts that his team will beat any team in the company.

**ON LAST CHRISTMAS MORN** . . . a baby girl was born. She is Barbara Jean Cannon, daughter of

Tex and Pat Cannon of the drop hammer department.

**PREDICTIONS OF THINGS TO COME:** Your reporter predicts that—pretty auburn-haired Nathalie Trent of production control will be a formidable contender for the M.A.C. Sky Queen's Crown for 1949. She is not only good to look at but she has loads of charm and personality.

**WELCOME BACK, DICK:** Every one at M.A.C. will be glad to learn that Dick Roberts' sojourn in the Lutheran Hospital was a brief one. Dick had a bad case of inflammation of the respiratory system. But he is back now, fat and sassy as ever.

**ANOTHER ANGEL OF MERCY** has been added to the second shift first aid staff. She is Nurse Dorothy Gill, who will assist Nurse Elizabeth Craig. We are very glad to have you aboard, Nurse Gill.

**RETURNS TO FIRST SHIFT:** That gay young blade—that scion of the social register—that planner nonpareil, Mr. William Weeks, formerly of second shift liaison planning, has returned to his old job in template loft. Fare thee well, William, fare thee well!

**HAPPY BIRTHDAY, WILLMA:** In honor of Willma Haun's 21st birthday on January 13th, a delightful surprise party was given in the cafeteria by the girls and boys of the second shift production control office. A gaily decorated table held a candle-bedecked birthday cake, and the traditional "Happy Birthday" was sung, to which Willma responded with a pretty little speech. She was the recipient of many gifts, including a lovely blouse and . . . er-uhh . . . pink and white unmentionables.

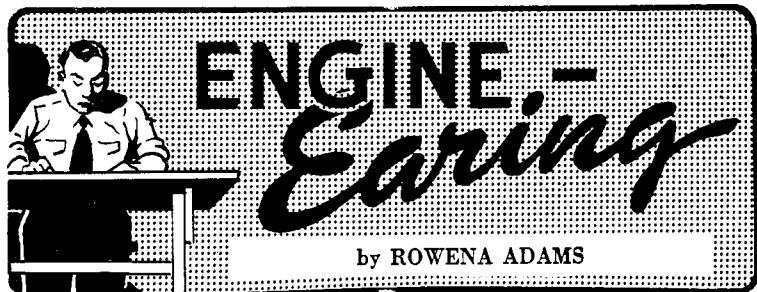
**THAT BEAU BRUMMELL** of forward fuselage department, Paul Lamb, has just been promoted to leadman. Couldn't have happened to a nicer guy.

**WAR BABY DANNY THANKS YOU** . . . Members of the painters crew, maintenance department, for the beautiful Panda you sent him for Christmas. Danny's foster parents, Mr. and Mrs. Oscar Polsters, report that the Panda is almost as big as Danny and that he loves it. Danny's father, it is understood, is a veteran-patient in a Puerto Rican hospital and his mother is unable to take proper care of him. Certainly, it is swell of Mr. and Mrs. Polster to give this little boy a home, with its many advantages, and the painters, too, deserve a big hand for helping to make this past Christmas a happy one for Danny.

**THE MIDNIGHT ROUNDUP:** The melodious voice of telephone operator Eva Pehle paging—Mr. Walter Kountz—493 . . . That beautiful black mustache which Harold Foerster is sporting.



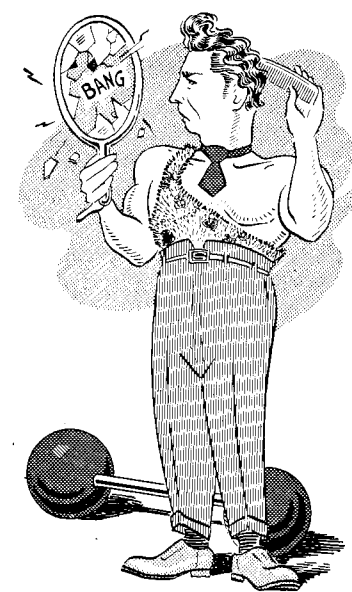
**COMMANDER JOHN HYLAND**, crack Navy test pilot from N.A.T.C., Patuxent River, Maryland, climbs aboard No. 7 Banshee to ferry it East. Commander Hyland made newspaper headlines last summer when his Banshee plowed into a turkey buzzard and he bailed out over Patuxent Bay. He was recently co-featured in a Saturday Evening Post article with Captain F. M. Trapnell, coordinator of flight tests, N.A.T.C., Patuxent, Maryland.



by ROWENA ADAMS

## Service Engineers

—by Jim Paskal



His hair is wavy, his biceps large . . . and those shoulders definitely real . . . but look again, it's not "Gorgeous George" . . . 'tis service engineering's Frank Steele.

In case weight lifters George Perry and Paul Langenwalter feel slighted that they too have not been featured as of above . . . fear not—for you may be next!

Major topic of interest and conversation among the "King's Men" (and women) of service engineering is the tacky party held January 22 at O'Connell's Shack. There will be much to report in the next issue, I'm sure, concerning the activities at and the highlights of said party.

Al Maruniak was blessed on Christmas Day with baby boy, George Eric. The little guy will be old enough to smoke the cigars papa passed out if we wait much longer to report.

Bill Knox returned from the recent festivities in Jefferson City fully impressed. Alex Giltinan, whose desk is adjacent to the writer's, insists that we refer to the inauguration as a "festivity," since most people attending were undoubtedly impressed as much with the food, drink, etc. as they were with the inaugural ceremonies.

And speaking of Alex . . . that cute, little, green car with the "motorcycle wheels" and folding hood is Alex's new English model MG Midget. If Alex is seen roaring down the wrong side of the highway it's really understandable,

since he's driving from the right side of the car.

## CAUTION

. . . service engineering personnel are cautioned to be on their best behavior at the forthcoming party, since anything said or done may accidentally appear in next month's Annecdotes. **Note** . . . unfortunate, isn't it, that the preceding caution will not be read until after the party? (I hate myself when I do things like that.)

## Guided Missiles

—by Sue Kronsberg and Jeanne MacCready

The holidays are over, the mistletoe has wilted, but we're still suffering from a severe case of shock and temporary loss of sight. The reason . . . the loss of three good men. We walked into the office the Monday morning after Christmas to face . . . not just a few empty coke bottles, worn out paper cups and several left over cheese sandwiches—the remains of the GM Xmas party—but the glitter of a ring and the gleam of a gal.

The gal, Lucile Kemper of 304 and the lucky guy, H. E. "Curly" Bartlett of 310. She also rated an orchid with that rock. Will someone please explain how it's done? No definite plans for the wedding have been made.

We had just about recovered from the shock when (and it's a good thing we were sitting down) D. J. "Mac" MacCready came bouncing in with a beautiful sparkler. Yes, "Mac" finally talked him—Nick Eckerle, that is—into it and now, strange as it seems, instead of discussing new Spring styles with "Mac" we're taking a course in home decorating and how to keep your husband happy. Wedding bells will probably ring in June.

Cal Blattner of 340 has also taken that last step before the fatal one. On January 8, Cal presented pretty Shirley Wernle of Highland, Illinois with a ring. Nice going, Cal!

Apparently Don McKercher must be thinking along these same lines. There is a certain little girl by the name of "Mary" . . . such a grand old name . . . who phones every day, and golly, you should see Don's face light up about that time. Better be careful, Don, two really can't live as cheaply as one.

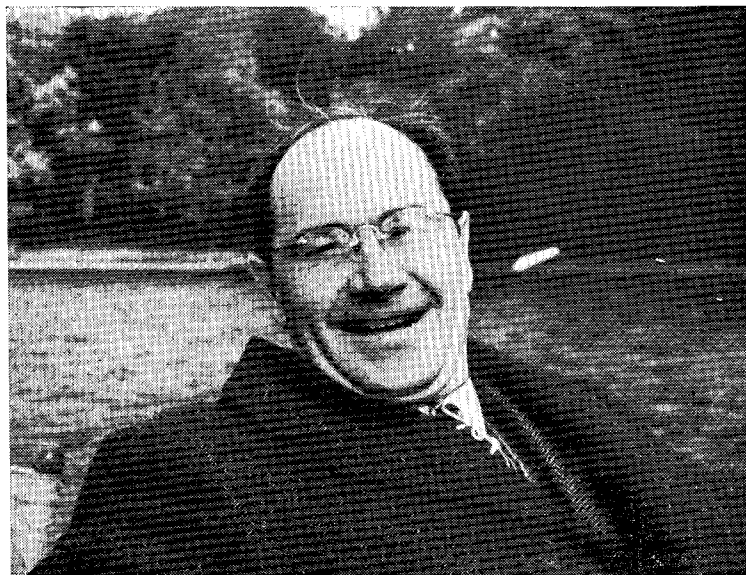
Oh well, girls, save your old mistletoe until next year and if you don't make it then . . . remember, it's only four years more 'til 1954

when another leap year rolls around.

Among all these romances, the stork managed to make his appearance, too, at the home of Wilmer Buck of 310. He presented the Bucks with a ten pound, four ounce boy—little Clayton Earle Buck.

Engineering's Walter Gueck is being dubbed "minute man" after his dash of January 14 in which he rushed home at 11:30, packed, kissed the family farewell and rushed back by 12:30 ready to board a plane for Washington. His Dagwood-style antics were occasioned by the rather sudden arrival of an Air Force C-82 to ferry the XF-85 mock-up to Washington as part of the Washington Monument display to mark the President's inauguration.

Walter, whose job it was to put the mock-up together after it reached its destination, was last seen clutching his belongings in one hand, travel expenses in the other while vague thoughts about the Washington hotel situation just before inauguration ran through his mind.



"PRODUCTION GRIN" Mr. Mac's pride in the team's achievement of beginning the year 1949 right on schedule in the matter of delivery of production Banshees is reflected in the above grin which is far more eloquent than words. Let's keep him grinning all through 1949 and 1950.

## "Family Tree" Feature Stirs Up Fond Recollections Airscoop Concludes Census

The family tree feature, the first part of which appeared in the December Airscoop issue, has stirred up considerable comment and has prompted much reminiscing in family albums—to say nothing of recollections of the "good old days at M.A.C." We apologize to members of the M.A.C. team who may have missed in personnel's round-up, but name and address differences and the recent heavy influx of new M.A.C. members makes it impossible to compile a list with 100 percent accuracy.

The concluding round-up leads off with John Meyer, chief structures engineer, and Phillip Meyer, design engineer on the XF-88. These sliderule experts are brothers. From Grover, Mo. comes Verna and Russell Niere to punch the daily M.A.C. time clock. Husband and wife, he is a milling machine operator; she, a general clerk. The O'Donnell brothers—James and John—hold down the respective positions of sheet metal assembler and riveter and general clerk. A couple of other good Irishmen—Donald and James O'Loughlan—are son and father respectively. Don is a sheet metal assembler and riveter; James a timekeeper.

The Bernard Osterholts—junior and senior—are another father-son team. Senior is an assistant foreman; junior, a tool and die maker. The Otten family of Florissant contribute Bernard and Rose Mary, brother and sister, to the M.A.C. team. Bernard is a sub assembler; Rose Mary, a secretary. The brothers Pajares, John and Bill, are layout draftsmen and spray painter respectively. The Pieper family of O'Fallon send in dad and two sons to staff the team. Ed, the father, is a sheet metal worker. Paul and Ralph are draftsman and sheet metal assembler and riveter respectively.

A couple of brothers—Cecil and Forrest Pogue—are production mechanic and sheet metal assembler and riveter respectively. Lucille and Bill Redmon—a wife-husband combination—are general clerk and tool designer respectively. Bill, Bill, Jr. and Damon Rickard are a father and two son team who work as template filer, jig and fixture builder and plant layout engineer respectively. The Roadhouse twosome, Jean and Ben, are wife and husband who handle the functions of clerk-typist and technical writer respectively.

Don and Jack Russel are a couple of brotherly sheet metal assemblers and riveters. Tony, Joe and Nick Sacco—father and two sons—are maintenance mechanic, general clerk and jig and fixture builder respectively who trek in from Pattonville daily. Betty and Frank Sawyer, wife and husband, handle the respective duties of general clerk and layout draftsman. Joe and Joe, Jr. Schwartz, a father and son team, are die finisher and airplane experimental mechanic respectively. Carl and Lorene Sechrist, husband and wife are standard engineer and technical illustrator.

Louis and John Seyfried, a father-son combination are airplane experimental mechanic and sheet metal assembler and riveter. John and Nancy Shirey, husband

and wife, handle the respective jobs of layout draftsman and assistant technical writer. Planner Bill Strotjost unsnarls those production kinks while wife, Melba's nimble fingers skip over the tabulating keys. The Smentkowski brothers—Aloysius, Joe and Fred of Overland—are leadman mechanic, production planner and sheet metal assembler and riveter respectively.

M.A.C. is "bustin' out all over" with Smiths. Edna and Henry, wife and husband, are clerk typist and apprentice respectively; Bob and Bob, Jr., father and son, are metal fitter and leadman drill press operator; Roy and Howard, also father and son, are maintenance electrician and file clerk. Dick Saunders holds down his post in G/M while wife, Lenore, handles secretarial duties. Mary Perisho, clerk steno, pounds the typewriter keys while husband, Clarence, works out in engineering.

The Snead's claim the cafeteria as their bailiwick. Betty and John are sister and brother. Bob and Walter Snyder are a couple of brothers who are tool crib attendant and drill press operator respectively. Loyd and Myron Spicer, son and father, are sheet metal worker and power brake operator. A couple of supervisors—Alton and Avis Stein—hold down respective posts in spares control and

office service. Helen and Jack Stevick, wife and husband, hail from Robertson. Jack is an airplane experimental mechanic while Helen is the blonde lass who hands out cigars, candy and gifts over the cafeteria counter. Evelyn and Wilmer Stokes, wife and husband, are clerk general and precision sub assembler respectively.

From the "deep south" in Lemay come Claude and Margarite Street, husband and wife. Claude is an experimental mechanic; Margarite is a general clerk. Louis and Joe Strothcamp, father and son, are form block maker and general clerk. Don and Jane Trautner, husband and wife, are accounting clerk and general clerk. The Tuckers—Aubrey and Don—are father-son and handle the duties of storekeeper and precision sub assembler. John Umbright pilots some of Harry Boyd's motorized cavalry around town while wife, Ruth, holds down the job of file clerk.

Ray and James Valerius, brothers, are clerk general and layout draftsman. The Edmond Vaniseghem's—senior and junior—are a father and son team. Senior is an assistant foreman; junior, a jig and fixture builder. Another father-son combination is Oliver and Carl Walters, material receiver and laborer respectively. Ed and Bill Welsh—production expeditor and storekeeper—are brothers, as are Earl and Bob Whitlock who hold down the posts of senior planner and planer shaper operator.

Ralph and Ollie Wirthlin, another brother team, are apprentice and milling machine operator. The Yardleys—John and Phyllis, are husband and wife and conclude the list. He's a design engineer; she, a clerk-typist.



**XF-85 MOCK-UP TO WASHINGTON** Here's the crew who flew the Parasite fighter to the East as part of the inaugural display in the park around the Washington Monument. Shown here is the crew of the C-82 which came in and picked up the model. Left to right are: Walter Gueck, Captain James Doolittle, Jr., Major W. L. Moore, and Sgt. A. H. Moore. M.A.C. was well represented in the air and on the ground at the inauguration with Phantoms from Cherry Point, a Banshee from Patuxent and the XF-85 mock-up from St. Louis.



**"ALL ABOARD"** for Washington, D.C. goes the XF-85 mock-up to take part in the display at the base of the Washington Monument on inauguration day. The model was flown out on a C-82, being reassembled in Washington. A ground accident in loading deprived the model of a left tail fin but the minor damage was quickly repaired prior to leaving.



**PETITE "HITCH HIKERS"** Juanita Hazeltine (left) and Judy Johnson, both of personnel, check over the large "ride board" opposite the cafeteria entrance which is receiving a big play these days as M.A.C. team members iron out transportation problems. Those wanting riders merely fill out a yellow ticket and hang it in the appropriate zone. Those wanting rides check the board to see what is available. A separate map showing zones of the city and county is available to assist in orientation. Maintained by the office of the recreation director and the personnel division.



WHERE THEY PLAY . . .

THE VARSITY

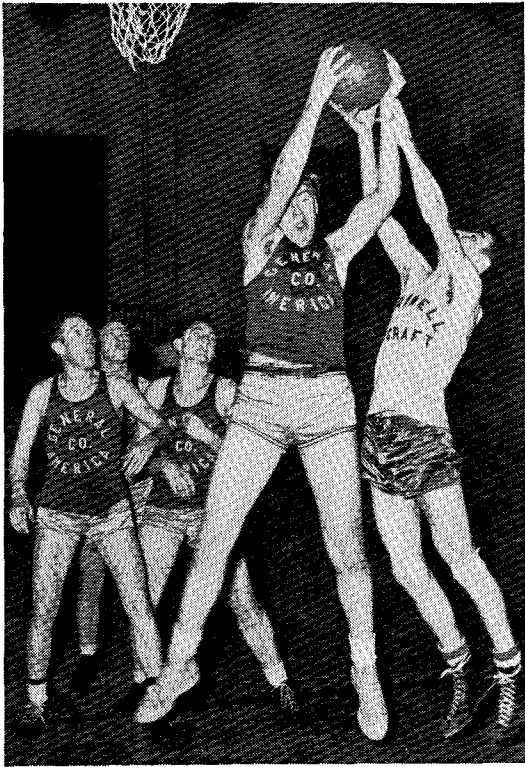
Practice Sessions, Bethany Gym, Clay and Natural Bridge, 7 P.M., Mondays. League Games, Sherman Park, 5085 Easton Avenue, Fridays.

CAMERA REVIEW of 19

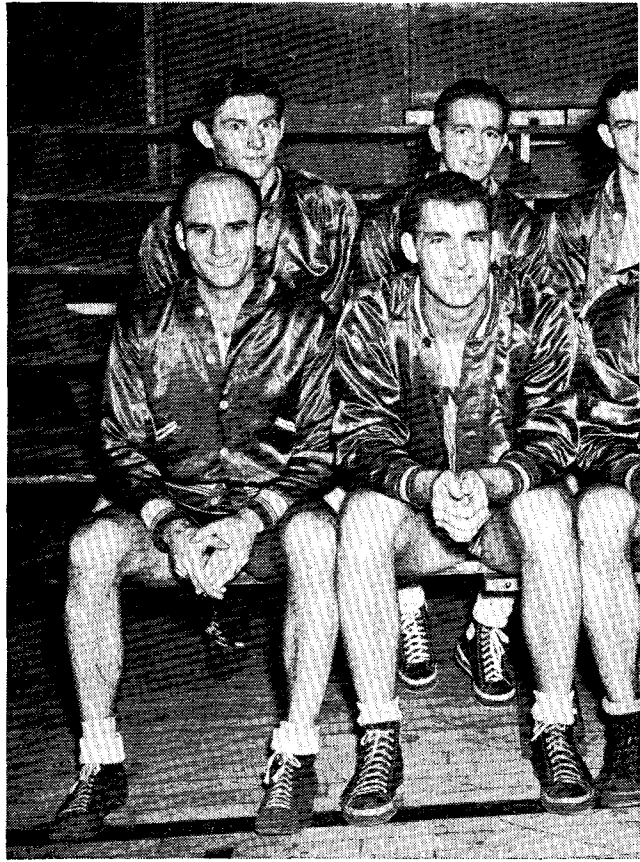
M.A.C. CAGERS IN ACTION AS THE SEASON NEARS PLAYOFF



**THE WILL O' WISPS**, captained by Steve Colletti, have really gotten hot at times to rip thru the opposition but they can't seem to keep up a sustained attack. Front row, left to right, includes: Paul Homsher, B. Little and Virgil Marti. In the back row are, left to right: Steve Colletti, Roland Springmeier, Frank Chase and G. Lempke. The outfit has averaged 34 points per game to date and hit a season high of 54 points in one game. With the season scheduled to close in February, M.A.C. rooters are asked to turn out to catch some really fast action in the last few games.



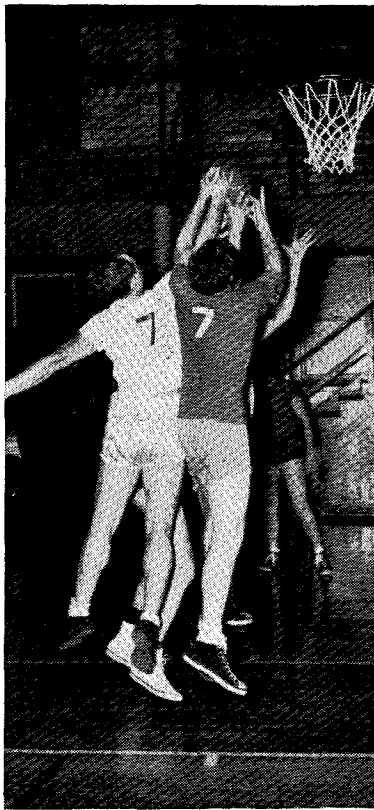
**OUTNUMBERED** Clem Bauer of M.A.C. (right) takes on practically the entire General Insurance team as the M.A.C. outfit attempts the old "sleeper play." From the looks of the situation Clem's not going to get away with it. The boys have taken their game seriously this year, working out every Monday and Friday.



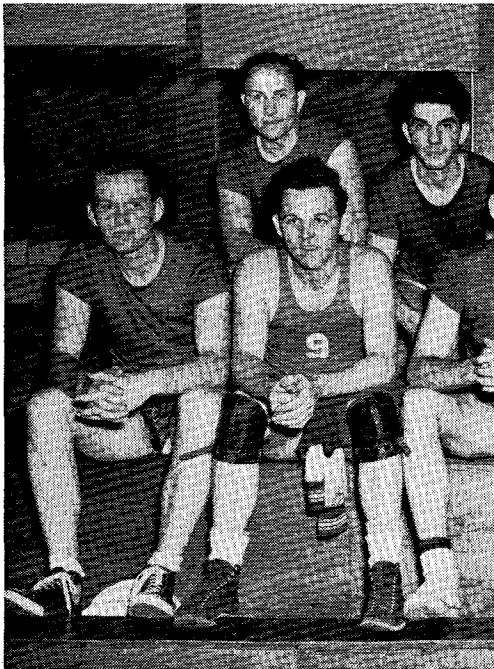
**M.A.C.'s VARSITY CAGERS** are shot just before their 4th game. The outfit has averaged 34 points per game to date and hit a season high of 54 points in one game. With the season scheduled to close in February, M.A.C. rooters are asked to turn out to catch some really fast action in the last few games.



**THE FLYERS** took the first half of the basketball season and are now in the thick of a hot fight to determine the winner of the second half. Left to right, first row, are: J. C. Thomas, Tony Braun, Fielding Leonard, Jack Newberry and Bob England. In the second row, left to right, are: H. Buckholz, Bill Watkins, Clem Bauer and Bob Guy. Watkins, Bauer and Guy are the "heavy artillery" of the outfit, all averaging over nine points per game.



It's all legs and arms as J. C. Thomas of the Flyers and Harry Kovath of the Shmoos fight for the rebound.



**THE SHMOOS** are tied for second place with the high scoring and nice defense. They deserve to make them a potent threat. From left to right, first row, are: Tuurie, Lloyd Fiola and H. Gordon. Second row, Harry Kovath and J. Coleman. Team interest is high with all clubs carrying plenty of reserve strength.



Flyers, Fielding Leonard, Bill Watkins, Bob Guy and Bob England are alert as Ken Tuurie and Larry Vogler go up for a rebound.



As Paul Luthman shoots a foul shot, C. Brunow and Bob Rickermann stand opposite Sam Gerler, Bob Zumwalt, B. Rauch and B. Conreux to await the rebound.



**THE BUSHLEAGUERS** are pacing the second half of the season having finished the first half with a record of 10-1. From left to right, first row, are: John Morgan, Ted Dickey, Bob Zumwalt and B. Bill Fritts, Joe Islinger and Paul Luthman. Much interest is high with all clubs carrying plenty of reserve strength.



# BASKETBALL SQUADS

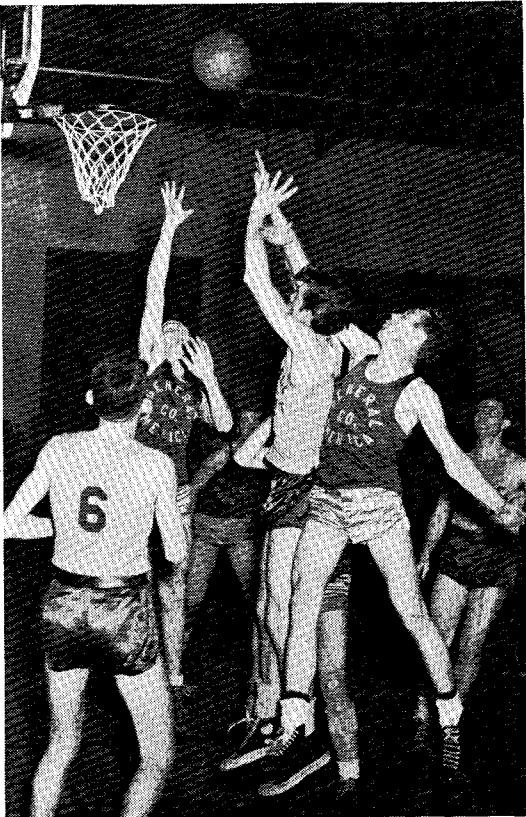
—PHOTOGRAPHS BY WILLIAM SCHMIDT OF M.A.C. PHOTO LAB

## WHERE THEY PLAY . . . INTERDEPARTMENTAL

Bethany Gym, Clay and Natural Bridge, 7 P.M., Thursdays. Second Shift, Sherman Park, 5085 Easton Avenue, 10 A.M., Wednesdays and Fridays.



General Insurance aggregation on January 14 which brought the well-balanced outfit includes (left to right — first row) Bern Manning, H. Rose, Larry Vogler, A. Bahr, Ken C. Tubbs, S. Asadorian, captain Barney Fister. Behind them are, left to right: Bob Rickermann, Sam Cerler and Dud Marten. This team was strengthened considerably by the addition of Rickermann who is now high point and high average per game player of the league, carrying a healthy average of 20.50 points. The season team average stands at 31.22; their high game was 42 points.



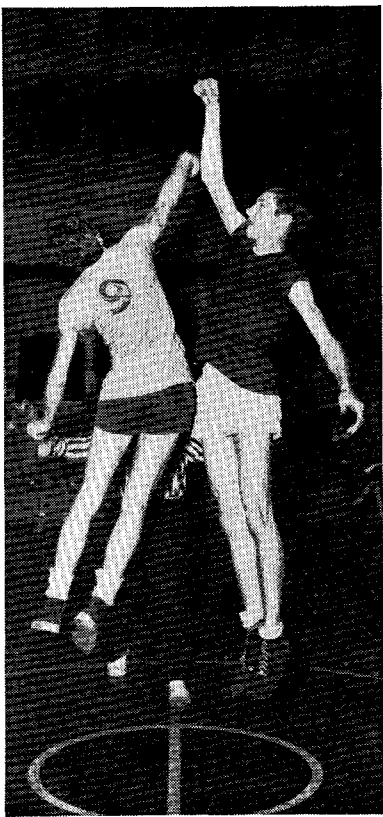
**"FIRE ONE"** The sphere is heaved by Bob Rickermann, as defending General Insurance men swarm around him to prevent that "swish." Number 6 is Dave Parsons while, at the extreme right, Paul Luthman keeps a practiced eye on the ball. The team's only loss during the last six games was a close, one point decision.



**INSPECTION** is small in number but mighty in punch. The "breaks" have really been running against them as is shown by the fact that three games have been lost by just one point. In the first row, from left, are: Bob Rauch, Ed. Alexander and Bob Conreux. Behind them are, left to right: Bob Rickermann, Sam Cerler and Dud Marten. This team was strengthened considerably by the addition of Rickermann who is now high point and high average per game player of the league, carrying a healthy average of 20.50 points. The season team average stands at 31.22; their high game was 42 points.



Last half of the season nears its close. Sparked by Tuurie and Lloyd Fiola the team carries ample remanence. In the front row, left to right, are: John Morgan, Lloyd Fiola, Weber. Considered by many who have seen them play as the games and now hold an 8-4 record for the season which closes in with Bob Rickermann, Bern Leahy, Lloyd Fiala and Paul Luthman.



Tip-off between Bob Rickermann of Inspection and John Morgan of the Bushleaguers shows tense action.



**THE SNAFU'S** play a bang-up game but a series of accidents and bad luck holds them out of the top positions. Front row, left to right, includes: R. Rohn, Cal Blattner, Don Russell, Ray Hill and Dewey Overby. In second row, from left, are: Jack Russell, George Brink, captain Greg McKee, H. Hosfeld, M. Cook and W. Avery. Inspection, Will O' Wisps and Snafu's are credited with playing some of the most exciting games in the entire departmental league.



with a record of six victories and only one defeat, pot. In the front row, left to right, are: G. Brunow, C. Burnow and Bob Flynn. Behind them are, left to right: captain Bob Flynn, C. Burnow and Bob Zumwalt. Success is credited to the scoring ability of B. so no slouch at hitting the "bucket." Carrying an of 61 points.



As Bill Fritts loops a free throw toward the basket, Dud Marten, Bob Rickermann, B. Rauch, Bob Flynn, C. Burnow and Bob Zumwalt watch the ball and wait for the rebound.



Watkins, Thomas and Tuurie fight for the rebound as Asadorian and England wait for the tip-out in the Flyers-Shmoos game.



## Total of 203 Upgradings Smash All Records; 175 Promotions In Shop; 17 New Assistant Foremen

M.A.C.'s promotion parade continues at an ever-increasing tempo. Latest lists released by the personnel division show a whopping total of 203 upgradings for the past two months which include another group of 17 new assistant foremen. Only three promotions were made in salaried ranks, while 25 were promoted from hourly to salaried classifications. The bulk of the upgradings—175, to be exact—were made in the ranks of hourly personnel.

The record crop of promotions reflect M.A.C. policy of "upgrading from within" to fill better jobs as they open up.

Those promoted in salaried categories include: Michael Bruno, from assembly general foreman to assembly superintendent; Everett Reece, production foreman to assembly general foreman; and Wendall Miller, assistant project engineer to project engineer.

New assistant foremen fill the ranks of the "hourly to salary" promotions. Those making the grade include: Edmond Ciarnello, former machine parts inspector; Thomas Kirk, former final assembly inspector; Edward Dailey, Joseph King, Raymond Schneider and Melvin Thruber, all former sheet metal workers; John Toennies and Andrew Nothum, former leadman machinists; Joseph Koglin, former sub-assembly precision leadman and William Tunze, former metal fitter leadman.

Others promoted to assistant foreman include: Robert Roussin and Ernest Knudsen, former sheet metal assemblers and riveters; Paul Keas, former production planner; Edward Laskiwitz, former airplane experimental mechanic; Charles Baumhoff, former sheet metal assembler and riveter; Howard Justin, former airplane production mechanic, and Oliver Stahlschmidt, former final assembly inspector.

Ronald Simeone, airplane experimental mechanic; Gerald Montgomery and Maurice Weyer, production expeditors; Elmer Olges, production planner; and James J. Clancy, production expeditor, were all promoted to assistant project expeditor. Ann Prenger was promoted from general clerk to filing supervisor. Beverly Washburn, former tool and die inspector, and Franklin Wheeler, former production planner, were both promoted to production foremen to conclude the hourly to salary upgradings.

In the hourly ranks, Walter Stoll was promoted from grade two to grade one machine parts inspector; William Procter, grade five to grade three sheet metal worker; William Pribble, grade three spray painter to grade one sign painter; Oliver Lind, grade five to grade

three precision parts grinder; Vernon Meier and Robert Shea, from grade three to grade two tube and cable mechanic, and Verl Coker, grade two to grade one airplane experimental mechanic.

Promoted from grade five to grade three sheet metal assembler and riveter were: Emil Tepper, Kenneth Pedretti, Joseph Gehris, Joseph Dopp and Joseph Azar. John Muir and John Sparling were promoted from grade three to grade two sheet metal assemblers and riveters, while Robert Byrnes went from grade two to grade one in the same category.

Edwin Eultgen was promoted from grade two to grade one wood model builder; John Thies, grade two to grade one receiving and shipping inspector; Jimmie Beaver, grade three to grade two sheet and bench metal fitter; Rudolph Berkbigler, grade two to grade one drill press operator; John Enberg, grade two to grade one sheet and bench metal fitter; James Mumma and Gregory Ruby, grade two to grade one sheet metal assembler and riveter; Glennon Boschert, grade two to grade one electrical and radio mechanic, and James Burdette, grade two to grade one maintenance painter.

Others include: Theodore Freise and Edward Joiner, grade two to grade one airplane production mechanic, and Rollie Bollinger and Marion Wolf, grade two to grade one experimental airplane mechanics. William Watts was promoted from grade two to grade one tool crib attendant; Nickolas Carthage, grade two to grade one experimental inspector; Robert Henke, grade two to grade one production expeditor, and Paul Kelp, grade two to grade one stockkeeper; Leo Hammerschmidt from grade two to grade one sheet metal worker; Kendall Williamson from grade two to grade one sheet metal worker; Mitchell Karwoski, Glen E. Reifsteck, William M. Tucker, Lawrence C. Kraft, and Charles Brooks from grade five to grade three sheet metal worker.

Richard Koss was promoted from grade three to grade two router drill operator, and John W. Kolesa, from grade five to grade three router drill operator. Robert Chambers, Jess Holloman, Wilma Green, Lawrence Fraley, George Klaas, Frank J. Sextro, John L. Washburn, Howard Viehmann, George E. Deane, Gordon R. Dinkele, Charles R. Lahr, Ralph S. White, William Beall, and Lawrence L. Raymond were all promoted from grade two to grade one sheet metal assemblers and riveters; Carl A. Petty, Charles Cikin-

(Continued on Page 7)



**PROMOTION HIGHLIGHTS** feature Mike Bruno (left) and Chet Dotter who, like over 200 of their associates in the past two months, have advanced up the M.A.C. ladder. Mike is now final assembly superintendent while Chet takes over Bruno's old duties as general foreman of final assembly. M.A.C.'s continued growth as a front line aircraft manufacturer opens up promotion opportunities all along the line.



### DE DE WAF SAYS:

"In which the desert proves to be as cold in the winter as we wished it was last summer."

De De Waf stuck his head out of three flying suits and two pairs of long johns the other morning. What we saw was — that Mr. Fahrenheit's absolute zero gauge read 8°, INSIDE THE OFFICE. De De Waf immediately disappeared again in a flurry of sliding zippers. The boy that cleans up around here at night reports that something has been snapping at him when he tries to clean out under the stove, so we suppose De De is secure for the rest of the winter.

### THE YEAR OF THE GREAT SNOW — SOUTHERN CALIFORNIA, 1949

We awoke out here on Monday to find that Old Man Winter had deposited 3 inches of snow on our front lawn (or at least where the lawn should be—it blew away last summer). The oranges have frozen, the highways are blocked, and the native Califites are slipping and sliding around with great abandon on roads that they think are snow blocked. Us MACites treat them with great disdain and knowingly nod our heads whenever the slide through a STOP sign and lock horns. That was three days ago and it is still snowing.

### WINTER SPORTS

Bob Edholm and wife have trekked to Palm Springs for—ah!—the skiing season. They had at the slopes on the first day, then rested two days and came home. It is rumored in connection with this, that the "Sitzmark" is not to be recommended as exercise to build the body beautiful.

The remainder of the gang have confined their activities to the Winter Season in L. A., what with parties, shows, et al, they have enjoyed the holidays. (When you see Max Horn, Virg Eldringhoff or Dave Seawell, you might ask them about that \$25.00 turkey).

Highlight of the Holiday season was two of our nation's best test pilots down on their knees playing with an electric train.

The bowling league has been moved to new alleys on the Base. These alleys are excellent and all members of the league hope to improve their scores. Will report on this in detail next month.

Basketball occupies the exercise time of the more strenuous minded desert rats who, decked out in the fancy uniforms sent from St. Louis, completed the first half of the season third in a nine team league. Record stands at five wins to three losses. In addition to this they have licked the Base Officer's team in several practice games. Roster includes Manager Q. C. Harvey, Dave Seawell, Larry Smith and Ed Peters of M.A.C., Ted Eversole of P.A.C., and three Douglas orphans, John Peat, Steve Tydeman and Jim Noles. Les Eash and Bert North are expected to be playing by the time this is published, while Vern Outman and Bob Edholm are occasional participants. "Inertia" Courtial threatens time and again to show up but manages

## DEPARTMENT OF DESERT WARFARE

### Muroc Air Force Base OPERATIONS

to confine his action to ping pong. He does quite well at that game with toughest competition from Seawell though Bud Flesh was master of the barracks play during his bachelor style incarceration with us. A table tennis tourney is in the set-up stage.

### MISCELLANY

Over at the Tally-Ho Ranch, "Chuck" Siler, "Glee" Cozad and Dave Burton have mounted a basketball hoop for their exercise. Also they have a poker table with a brass rail for the nights Johnny Zerr is available. Ed Kuhlmann downed a pheasant with his Nash coming to work one morning at the expense of his left windshield panel and a few gray hairs added to "Curly" Krause's sparse locks. Norm was sitting on the side the bird crashed into while flying across the road. While on the subject of cars, let's note that Trammel, Sears, Eash, Brown, Siler, Gordon, McEwan and Q. C. Harvey all are piloting new vehicles. It might be thought that the boys are spending a few days of each week panning gold to make these purchases. That's not so however, the reason being that mountain roads and desert distances have been too much for the old jalopy.

### NOTES ON THE FLYING CLUB, DESERT STYLE

Al Courtial has flown a T-Craft out from St. Louis (29:15 flying time during 4 days) and organized a club. So far he has 10 members. This is a wonderful thing, as our talk in the barracks will now be accompanied with motions of the hands in azimuthal and elevatory planes, instead of hour glass motions. We wish the boys all the luck in the world, but with the weather as it is, we are afraid the T-Craft won't stagger off the ground—that is if the gang flies in the amount of red johns they wear on the ground.

## MUROC MISCELLANY

by  
ED PETERS

Starting this second contribution to the Airscoop makes me wonder if I'm not tempting fate and might better leave well enough alone and let the first "Story of the XX" stand by itself. After all the nice words from the fellows out here, and the good reports and welcome letters from St. Louis about the first story there doesn't seem to be much to gain and plenty to lose by trying again. However, here we go once more. The genesis of the first story was a very informal letter intended for exhibition to anyone who might come up with the question "What ever became of Peters." It was written in spurts and spasms diary style, generally soon after the events chronicled happened. That accounts in part for the revolution of tenses and other literary liberties, but made for much easier writing than at

this time with so much of the detail obscured in memory by the whirl of an advancing flight program.

Progress of our test flying also brings the problem of security so as most of you subscribe to the Aviation publication from which my information would be taken this article will deal more with people than airplanes.

Through the good fortune of my No. 3 brother attending Northwestern University and commission of a couple of petty offenses such as forgery and impersonation, I came by one Rose Bowl ticket. Feeling that a chance to see the game made submerging oneself in the attendant traffic maelstrom, early New Year's yawning found me in Pasadena. All of the eight feet tall people who attend such affairs had arrived hours before and were installed in the best vantage points. Vern Outman and Jim McEwan solved this problem by climbing to the roof of a two story building. Enjoyment of this place was shortlived, however, as a gendarme soon requested they leave, stepping lightly, for the building was condemned and likely to collapse any breath.

The parade was excellent with the floral floats, fancy bands, beautiful horses and a no doubt large number of cases of pneumonia among the scantily clad cuties who furnished the entire procession. It was amusing to watch the Majorettes try whirling a baton while fancy stepping downhill. Going back to the bowl I discovered those hills are tough just walking, let alone dancing the La Rospa. Back at the stadium the ticket scalpers were doing more business than the ancient redskins ever did when the site was a council ground. One of these side of the mouth talking merchants bought several sets of tickets while I watched and sold them for the same price. When I asked how much money he made doing that he said "None, but I sure do a lot of business."

Inside the stadium my fifty yard seat had slid North to the thirty five, and what a seat. No back with a sitting part of half inch by two inch boards turned edgewise with spaces between. Football at the Rose Bowl makes an impression on the spectator. During the pre-game warmup the occupant of Seat 17 was doing pretty well with the miss at No. 19 but then holder of No. 18 came along and cut me out. May I never again hear a cowbell unless its the nice kind made of lead being hawked by one sidewalk entrepreneur. Two hours in the N. U. cheering section made my head ring like the jets in the 88.

Virg Eldringhoff, Max Horn and Moose Nemsak also attended with our entire contingent well satisfied with the outcome.



J. H. "JOHNNY" MEYER  
NACA Structures Sub-Committee

Debonaire, personable John Meyer, chief of structures, has recently been appointed to the sub-committee on aircraft structures of the National Advisory Committee for Aeronautics. His appointment makes the third from the ranks of M.A.C. engineering personnel. Robert S. Osborn, consulting engineer, and Vernon Outman, chief technical engineer, already serve respectively on helicopter and transonics sub-committees.

Born in Columbia, Mo. on August 13, 1915, Meyer graduated from the University of Missouri with a B.S. in civil engineering in 1938. He was employed as a hydraulic engineer with the U. S. Geological Survey from 1938 to 1940 and from 1940 to 1942 he was a stress analyst with Consolidated Aircraft.

Joining the M.A.C. team on July 23, 1942, Meyer has progressed steadily to his present position as chief of structures.



**M.A.C. GETS AROUND** via the media of magazines, newspapers, films and radio. The February issue of "Flying", just off the press, carries a beautiful four color cover of the Banshee while articles and pictures of M.A.C. products are scheduled for a score of other national publications coming out in the near future. The February issue of Science Illustrated also carries a four color cover similar to that above in addition to a two-page feature on Little Henry.





# XP Notes

TINY KREBS

News items for this column should be mailed direct to Tiny Krebs, in care of Experimental Office, department 185 (Do not phone).

Even though the weather in this area isn't always the finest, there is no reason why we shouldn't "powder our face with sunshine."

News in XP is always varied and this time we have a great deal. Joe (auto trip) Isoline wound up on a train on his trip to Chicago. Incidentally, Joe's mother makes very excellent cakes of which your reporter had a sample.

Frank Sciarroni spent a few days in New York over the holidays.

Claude Johnson, who did a little Ozark hedge hopping due to icing of the carburetor in an airplane, is back with some wild tales of the trip.

Sam Kaufman, who winds up as our mystery boy, said he was taking his vacation and going to New Orleans . . . but we wonder if Sam possibly got married on us too.

D. Meert has purchased a tractor and is learning to drive. Future development of "Narrow Acres" will be moved up to next Spring.

Jim Walker, who was in town over the holidays, pinned me down for not mentioning his transfer to field service. We apologize to Jim and wish him the best of everything.

From the baby news department we hear that Gregg William Miller slipped under the wire of 1948 by arriving on December 30. The son of Betty Jean and Floyd L. Miller, he arrived packing a weight of 6 pounds, 10 ounces.

Another fledgling is Robert E. Mangum, Jr., who arrived December 23, weighing 7 pounds, 9½ ounces. He is the son of test pilot Robert E. Mangum and wife, Mildred.

## UPGRADINGS

(Continued from Page 6)

son, Joseph A. Ochs, Bert R. Smith, Howard T. Neidenberg, Bryan P. Eaton, Lester M. Cox, Edward Lopez, and Christopher P. McKeon, from grade three to grade two sheet metal assemblers and riveters; Arbie Stephens, David Colvin, Raymond Durham, William Lightner, Harry L. Wright, Donald Radcliff, Billy D. Mason, Robert R. Harmon, Ralph E. Boefler, William C. Boekemier, Frank W. Beatty, James R. Kimbrel, Marvin Mester, Paul B. Wilson, Cornelius F. Sheehan, William D. Hilliker, Louis Steinrauf, John C. Agnew, James F. May, Richard O. Robinson, John M. Todd, Frank E. O'Donnell, Eugene F. Trog, Buell Watson, James R. Lay, and William Stewart from grade five to grade three sheet metal assemblers and riveters.

Others promoted from grade five to grade three in the same category were: Delbert H. Freese, Norman L. Gaddy, James L. Glover, Johnnie T. Layne, Donald J. Schmidt, Philip A. Stewart, William D. Wooster, Allen M. Crouch, Raymond A. Leutzinger, Robert D. Schuck, and William R. Stewart.

Also included on the list were: George Scherer, Edward J. DuBois, and David W. Stark from grade three to grade two radio and electrical mechanic; Ralph Zigrang from grade two to grade one radio and electrical mechanic; and James E. Downing from grade three to grade two radio and electrical mechanic; Emil Forstner, from grade two to grade one airplane production mechanic; Jesse Skaggs from grade three to grade two airplane production mechanic; Davis Freeman, Frank Meyer, Jason Nixon, Wilbert Sandhaus, David Z. Waldemer, Arthur E. Barthel, William H. Burcke, John J. Cox, Daniel H. Murphy, Orval C. Bellm, Glen E. Esenberg, Harold Lausen, and Clarence Worley from grade two to grade one airplane experimental airplane mechanic; Leo Quinn from grade two to grade one field and service mechanic; Curtis W. Bauman, and Anthony J. Varel from grade two to grade one maintenance electrician; Edward Bauer from grade two to grade one maintenance mechanic; George Lambier from grade two to grade one production expeditor; and Clarence McMahan from grade three to

grade two production expeditor.

Additional promotions were: Fred Mallette from grade four to grade three jig and fixture builder; John R. Masterson from grade two to grade one jig and fixture builder; Charles K. Wildeisen from grade three to grade two jig and fixture builder; Ralph Conrad, Elmer S. Hawkins and Clem F. Hood from grade two to grade one tool crib attendants; Daniel O. Hough from grade five to grade two tool crib attendant; Fred L. Teague, Arthur H. Knauff, Dallas Parker, George M. Coleman, Frank L. Hawk, and Frank H. Rountree, from grade two to grade one sub assembly inspector; George V. Kefalas from grade two to grade one wood model builder; Homer M. Shanks, Franklin Heaton from grade two to grade one precision tool grinder; Lynn B. Rariden from grade two to grade one finished parts stockkeeper; William E. Emde from grade two to grade one power brake operator; Cammie A. Gibson from grade three to grade two punch press operator; Lewis H. Ashby from grade three to grade two tube and cable mechanic.

Concluding the list were: Clarence E. Vinnedge from grade three to grade two machine parts inspector; Ervin W. Hill from grade two to grade one machine parts inspector; Silas Milliron and Raymond A. Clark from grade two to grade one milling machine operator; Francis Fahey and George J. Meyer from grade five to grade three turret lathe operator; Ralph H. Schwantes from grade three to grade two turret lathe operator; William J. Sakovich from grade three to grade one engine lathe operator; William Kordonow, and Archie R. Swyers from grade two to grade one drill press operator; Fred O. Maechling from grade two to grade one tool and die maker; Norma C. Govoro from grade two to grade one precision tool and gauge inspector; Jack W. Ashby from grade two to grade one final assembly inspector; Brooks A. Valls from grade three to grade two drop hammer operator; Elmer E. Long from grade two to grade one storekeeper; Gordon E. Stuart from grade two to grade one planer and shaper operator; Frank J. Filippic from grade two to grade one jig welder; Ralph T. Buettner from grade two to grade one power brake operator; Joseph M. Sgarata from grade two to grade one drill press radial operator; William W. Boercker, Daniel A. Hilleman, Clifford C. Schaaf, William A. Steiner from grade two to grade one precision sub assembler; Melvin F. Ferris, from grade two to grade one precision tool grinder; William O. Haney from grade two to grade one radio and electrical inspector; Henry F. Krisher from grade three to grade two precision sub-assembler; and Glenn E. Menard and Thomas C. Moore from grade two to grade one metal fitter.



## YOUR DIMES AND TOMMY

M.A.C.'s payroll - deductions - for-charity plan, in which 90 per cent of the M.A.C. team participate, has helped a lot of "Tommys" on the recovery road. The one in this instance is Tommy Ballard, seven year old son of George Ballard, foreman in sheet metal fabrication. A 1946 polio victim, Tommy proudly shows a Banshee model to Sister Joannette at St. Anthony's hospital where he is undergoing treatment—care made possible by your contributions. (Peter Ferman photo, courtesy R. A. Willier)

## M.A.C. Featured In Many Current Vendor Advertising Programs

Watch aviation publications and trade journals for advertising of various manufacturers who supply M.A.C. with various types of equipment for the Banshee. Many large firms are planning advertising featuring M.A.C.'s use of their products in full page advertisements. Some of these firms are B.F. Goodrich Company, featuring canopy seals; Greer Hydraulics, aircraft hydraulic equipment; Marmann Products Company, manufacturers of clamps and couplings; Foote Bros. Gear and Machine Company, actuators; Bentley, Harris Manufacturing Company, BH Fiberglass sleeving; Borg-Warner, Pesco fuel pumps. M.A.C. products will be a part of the highly-read "Believe It Or Not — By Ripley" series appearing every other month as double pages in the Saturday Evening Post, Time, U. S. News and Newsweek. The illustrations are by Bob Ripley himself.

Science Illustrated, a national magazine, has a four-color picture of the Navy's Banshee on the cover of its February 1949 issue. On the inside of the magazine, "Little Henry, The Ram-Jet" comes into its own with a large photographic display of pictures made at M.A.C.



## "WHEN GOOD FELLOWS LEAVE TOGETHER"

is the theme in the Navy Bureau of Aeronautics Representative office where a farewell party was recently held for (left to right): Lt. E. M. Hornbrook, W. A. Rongyos and Lt. R. M. Reimer who all received detachment orders. Lt. Hornbrook left on January 14 for his new duty station at Comfair, West Coast in San Diego, California; Rongyos will leave in February to join the Bureau of Aeronautics staff in Columbus, Ohio; and Lt. Reimer was detached on January 10 for assignment to the General Line School, Monterey, California.

## SUGGESTION PLAN

(Continued from Page 1)

name, clock number, etc., will be removed by the Suggestion Coordinator to insure complete impartiality during the evaluation procedure. Only you and he need know of your suggestion and he won't expose it unless you permit him to do so.

4. After your suggestion has been investigated it is forwarded to the Merit Award Board for final evaluation and granting of an award. The Merit Award Board is composed of a representative of the Manufacturing Division, the Engineering Division and the Fiscal Division.

Every effort will be made to give prompt processing to submitted suggestions and to report all decisions within thirty days of receipt of the idea.

Let's look around—think—dig out that favorite pencil stub—then act. It'll pay off.

The recruiting poster "Let's Go Navy . . . In The Air" that you see everywhere around the country was created by Max Reichert, a well-known commercial artist working under contract for the Navy.

Model builders who are interested in building the XF-85 should get a copy of the October 1948 issue of Model Airplane News. A detailed plan for building a 6-inch fuselage, 8-inch wing model is shown. The story about the XF-85 was written by Robert McLaren, Engineering Editor of Aviation Week.

## G. C. Covington Addresses A. F. Reserve Squadron

M.A.C.'s airplane chief engineer, G. C. Covington, who has spoken several times to groups in the St. Louis area on the finer aspects of jet propulsion, gave an informative lecture on January 7 for approximately 150 men of the 96th Troop Carrier Reserve Squadron. Illustrative slides and pictures were shown by chief photographer Chester Turk.

International Nickel Company features the Navy's Phantom and Banshee in the March issue of Aeronautical Engineering Review and in the April 11, 1949 issue of Aviation Week.

Despite the bitter cold and icy roads on Friday, Jan. 28, M.A.C.'s first "Movie Night" was a huge success. A crowd of almost 300 turned out to see the pictures of M.A.C. products and activities.

## "And There Go Those McDonnell Jet Phantoms"

More than a million people who saw the recent Inaugural Parade in Washington and countless millions who heard or viewed the parade by radio or television were aware of the fact that jet aircraft made in Harry Truman's home state occupied the number one spot during the inauguration display of America's air might.

Twelve FH-1 Phantoms, flown by Marine pilots from Cherry Point, North Carolina, thrilled the inauguration crowds. Arrangements for their participation in the parade were handled by Captain Leroy Simpler, director of the aviation division, office of public information, U. S. Navy. A static display of number six Banshee was also made at the base of the Washington Monument.

The Air Force, through the cooperation of Mr. Roosevelt Tatevason, chief of the exhibit section, special liaison branch of the Air Force, department of public relations, arranged a display of the Air Force XF-85 mock-up which was flown especially to Washington in a C-82 manned by Major W. C. Moore, Captain James Doolittle, Jr. and Sergeant A. H. Moore. Liaison Engineer W. W. Gueck also accompanied the XF-85.

All in all, M.A.C. was well represented in Washington during the inauguration of President Harry S. Truman.

## M.A.C. Standards Compiles First AN Spec For N.A.S.C.

What is believed to be the first AN specification ever produced by the airframes industry is now being compiled by the M.A.C. standards department in connection with its National Aircraft Standards Committee's activities. Difficulty experienced by M.A.C. in working to present individual service specifications on helical springs prompted an industry survey which recommended wide revision of service specifications.

It is subsequently proving far more practical to write an entire AN specification than to suggest an unorganized multitude of additions, deletions and modifications so another milestone has been established on the road to closer cooperation between the Services and the Industry in resolving standards difficulties.

Airscoop has been requested to issue a special invitation to M.A.C. personnel to attend the Sixth Annual Free Choral Concert of the 800 voice Lutheran Chorus on March 13. The concert will start at three P. M. in the Opera House of Kiel Auditorium. Doors open at 2:15 P. M. and no tickets will be necessary.

"Southern California . . . bah!" This cryptic message was received by M.A.C. public relations from Rear Admiral N. F. Garton (retired) former B.A.R. and now living in Pasadena, California. The note was accompanied by a Los Angeles newspaper which showed page after page of pictures of deep, moist . . . snow!

## Record Total of M.A.C. Visitors For 1948

There was more of everything at M.A.C. in 1948, the records show . . . more production, more people, more visitors, more traffic. As a reliable barometer of this trend, a check of receptionist Wanda Crain's visitor register shows an increase of 6,299 people in 1948 over 1947.

The 1947 records show that a total of 10,265 entered the big revolving doors of the reception room; the 1948 figure was 16,564. Moreover, they seem to be coming in at an ever-increasing rate . . . November and December totals were up over 100 percent over those same months in 1947.

# Macactivities

## Highlights

REPORTED BY

### Bert Granville

M.A.C. Recreation Director

Snow, sleet, ice and that plummeting mercury have "frozen" plenty of us beside our favorite video screen and have limited much sport activity to the "hot stove league" . . . you know, "last summer I caught one that . . . long."

Most of the hardy souls, however, continue to sally forth to maul the shuttlecock, swish the basket, rumble the mineralite sphere or ping the pong—and the M.A.C. Winter Sport Program, like Ole Man River or the Caissons—goes rolling along. That's poetry, kiddies . . . it must be "blank" because it couldn't be any "verse."

The second-shift basketball team has emerged from its organization labor pains to smite Wagner Electric in a close 37-36 decision. The game was played January 14 at Sherman Park Community Center and all future sessions will likewise be held on Friday mornings. The team needs men, so interested cagers are asked to contact the recreation office or Harvey Hollis.

Croakers . . . groaners . . . crooners . . . a rose by any name, they're plenty hep to their obligatos. It's the newly-organized glee club who will go into action soon as part of the proposed lunch hour entertainment being planned for 1949. Watch for coming announcements of their performances.

After breaking even in their first six games the varsity basketball team snared five out of six of their last games—the single loss being by one point. Their mid-January record is 8-4, the latest triumph being over General Insurance on January 14 to bring the Airmen to within one game of the league lead. This year's team is possibly the best M.A.C. has ever put on the floor.

Contributing to the successful season is the fine team spirit, the practice night made available by the company and the 100 per cent player turnout for all games and practices. This year, M.A.C. can run its team almost on a football platoon system as far as substitutions are concerned.

Credit for the success so far this season must go to the team as a whole, with some fine work turned in by Dave Parsons, Bob Guy, Bob Rickermann, Bern Leahy, Lloyd Fiola and Paul Luthman. Parsons and Guy are current leaders in the point making department.

Sad note of the season has been the lack of interest shown by M.A.C. personnel in their team. Some interesting basketball is played by our boys every Friday night at Sherman Park, but the two or three spectators in the stands certainly does not compensate for the fine showing our boys have made. Let's attend the last few games. They'll make the trip to Sherman Park well worth your while—at no cost to you.

And don't forget those personnel services available to you. Drop in at the cafeteria recreation office to check on finding your place in the recreation program, to secure tickets to sport and amusement events in St. Louis, to pick up state and federal income tax forms and license applications.

The Navy reports a substantial increase in activity for fiscal year 1948 in reserve ranks. Reserve pilots stacked up a total of 597,551 hours for the year, compared with 421,596 for the previous year. The Organized Reserve increased from 24,617 to 30,978 officers and men during the same period.

## NATIONAL LEAGUE Bowling Notes

by  
HARRY BLICKHAHN

At the start of the second half of the season, the Tailless Johns still show the way by two games over Personnel—followed by the Parasites, Experimental and Penguins. Only seven games separate the first seven teams . . . really a good race.

The only record broken during the month was "high three" . . . Vince Browy got "hot" and rolled a 235-206-180 for a 621 total. Nice going, Vince.

Ollie Barnes still leads high single with 249 and Chet Lewandowski dropped to 180 but still leads the boys on season average. Team leaders are: Parasites, high team average—942; Parasites, high single game—1154; Penguins, high three games—3166.

Howard Boettcher of the Parasites entered the A.B.C. triplicate club by rolling three games of 173. Congratulations, Howard, this is hard to do. This is the second time in six years that a triplicate has been rolled in our league.

Prize winners during the past weeks include: J. Duffin, Bob Andrews, Rumberger, Click, Huett, Lewandowski, Thurston, D. Kocher, Dieselhorst, Kreysar, Grimmer, Swenning, H. Boettcher, J. Royston and V. Browy.

Bill Orr qualified for the Star-Times Tournament. Good luck, Bill . . . hope you win this year.

## GUTTER GOSSIP

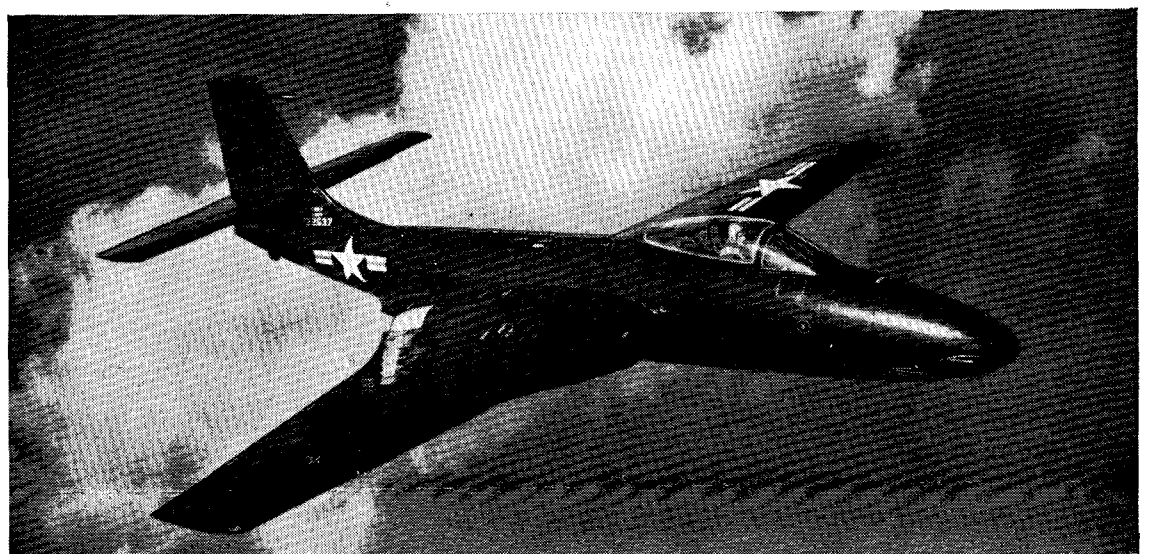
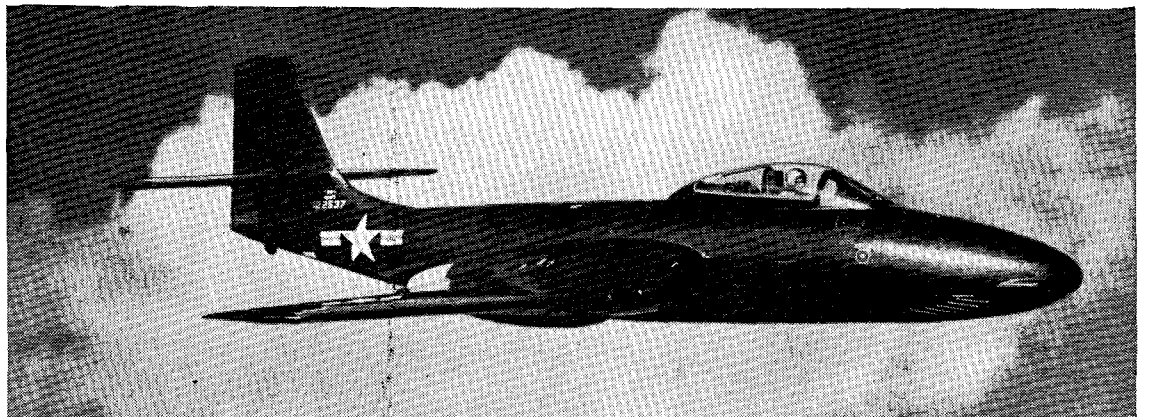
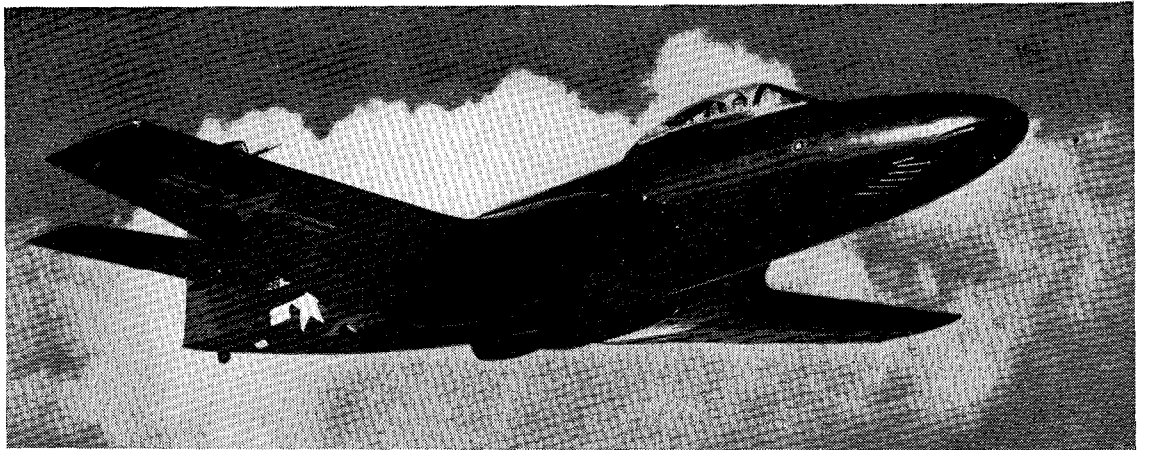
by  
ROSE MARY OTTEN

Hershey Gutzwiller still leads the M.A.C. Women's League with an average of 140, and individual high 3 of 500; Aline Vaucher trails her with individual high three of 480 and individual high single of 214. Vicky Vogelsang clips at a pace of 131 average. Nice sailing!

The Props stubbornly cling to first place, one game behind the Wings, having won to date 35 games and lost 19 games. Incidentally, the Props have bid regretful farewells to their pride and joy, Maxine Potts, who has left the employ of M.A.C. Maxine proved to be a powerful opponent, claiming an average of 151 at the time she resigned from the team.

Among the "bowling greats" who have picked turkeys the last

## First Flight Photos Of Production Banshees



**PRODUCTION BANSHEES "UPSTAIRS"** First aerial photos of the F2H-1 production Banshee shows the sleek lines of the Navy's newest operational jet fighter silhouetted against a shifting background of clouds and sky. Deliveries of the fighter were right on schedule at the close of 1948 and will continue on an accelerated plane thru 1949. The entire order totaling 235 airplanes is scheduled for completion by June 30, 1950. (Air Photos by Chester Turk)

## CLASSIFIED ADVERTISEMENTS

All classified ads must specify home phone number or home address. Advertisements published free of charge are restricted for use of employees only. No classified ads will be accepted over company telephones. Write out your ad, mail or send to room 122. Do not give station number or department number.

**FOR SALE:** Weston Master 2 light meter, perfect condition. About half price. Contact M. G. (Mike) Bolling, AT 1229R.

**FOR SALE:** Lady's fur coat, worn three times, \$75. D. K. Gehweiler, 3703 St. Louis Ave.

**FOR ADOPTION:** Six short hair terrier puppies. Ideal pets for the children. Price ? Just the promise of a good home. Contact J. W. Paulus, 1713 Crystal Court, 8500 Page, WABash 5451-W.

**FOR SALE:** Washing machine, large size, two years old. Bob Mangum, FIRE-side 1026.

**FOR RENT:** House. Owner is Oscar Gordon, Muroc inspector. House is at 9500

Bataan Drive; for details, contact Mrs. Obermier, 9502 Bataan Drive, Normandy.

**FOR SALE:** Apex washer, late model. In excellent condition. R. Wulff, WEB-ster 7896-W.

**FOR SALE:** Circumstances make it impossible for me to continue Arthur Murray dance course lessons. Will sacrifice remaining lessons at greatly reduced fee. Contact Mrs. Dorothy Gill, PL. 9159, days.

The overall aircraft manufacturing outlook appears bright for 1949 although the entire program hinges directly upon congressional action. Should the new Congress vote to continue the Air Force 70 group program and the Navy's 14-500 plane program, the industry will receive contracts for more than 3,000 military units alone—as compared with 2,300 military aircraft produced during 1948.

Steel Horizons, one of the finest publications of its kind in the country, with accent on color ala Fortune Magazine style, will highlight its April issue with colored pictures of M.A.C.

# MOVIE NIGHTS

For M.A.C. Personnel and Their Families

Friday Evenings 7:30 P. M.

NORTH ROOM OF McDONNELL CAFETERIA

Bring the entire family . . . MOVIE NIGHTS are get-together nights at M.A.C. See the brand new motion pictures of McDonnell products in action . . . a full hour of entertainment. Friday evening showings will continue until further notice.

Showings Limited to 350 Guests Each Night  
Get Tickets From Recreation Office in Main  
M.A.C. Cafeteria. Watch Bulletin Board.

McDonnell Aircraft Corporation  
Lambert-St. Louis Municipal Airport  
Box 516—St. Louis 3, Mo.