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All of This and More
To Do in '52.



Others Gave Blood for Son, Father Now Regular Donor

George Ragsdale Sr., 18-08 is a man who knows the value of human blood.

Last summer, George Jr. was critically injured in a motor bike mishap and was on the verge of death.

Sixteen employees in Ragsdale's department donated their blood to help save the life of young George. As a result, the father pulled through.

It was one of the thousands of lives where civilians and fighting men have been saved by the life-giving red liquid.

After his boy recovered, the next time the Red Cross Blood Mobile visited Lockheed, George Ragsdale Sr. went down to make a donation.

"I saw what blood did for my boy," he said. "And I want to make my payments in behalf of the lives of others."

A drive is under way now at the Georgia Division to register 1000 donor pledges for the establishment of a permanent blood program in the plant.

A permanent program will eliminate the necessity of recruiting donors every time the mobile blood unit is scheduled for a visit and it will save the donor time and trouble.

All supervisors are acting as blood program chairmen in their shops and are supplied with

registration forms. Help save a life. Sign up today.



G. B. Ragsdale takes refreshment after donating a pint of blood. The life of Ragsdale's son was saved last summer following a motor bike accident when 16 employees from Ragsdale's department donated their blood to the youth.

Clifford Griffin Named Plant Utility Foreman

Clifford Griffin has been named foreman in charge of the plant utility operation, Department 39-25, according to R. B. Dupre, maintenance superintendent.

DuPre said the department has control of the boiler house, water and sewerage disposal, and air conditioning systems.

Blood Donors Urged To Avoid Fatty Foods, Mobile Unit Here Jan. 17

The blood mobile is scheduled to visit GELAC on Jan. 17 and prospective donors again are cautioned to refrain from eating fatty foods on that day.

Fats or heavy meals eaten within four hours of making a blood donation render the blood useless for plasma and may cause violent reaction in the person receiving whole blood with a high fat content.

Some 500 donors who could not be scheduled during the last mobile visit are slated to donate on Jan. 17.

Cowl Rework Section Moved To B-4 Building

The Cowl Rework section of B-29 Modification has moved from B-1 building to Bay 2 of B-4 building.

The purpose of the move was to set up the section in its permanent location, to join it with the rest of the modification department, and clear the presently occupied space for its ultimate use.

The move included the Cowl Rework and the Engine Mount Ring Disassembly sections of Department 18-05.

Good Driving Etiquette Means Good Parking; Here's How



There's a right and wrong way to do everything, including parking the old jalopy.

The pictures taken in B-1 parking lot at left show the right way to maneuver in the four-wheeled monster. Those at right will give a good idea of why GELAC's parking problem is getting acute.

Top left: Cars are parked in straight lines so motorists can travel in the driving lanes. Top right: cars parked incorrectly curve into the center, blocking lane.

Center left: cars are parked correctly outside the saw horses, but center right: some employee has moved the saw horse and parked inside—the wrong way.

Bottom left: cars are toeing the center line (the right way), making an almost perfect line of vehicles. Bottom right: Several drivers failed to put their bumper over the yellow line with the resulting snaking curve that blocked a traffic lane.



Employees Must Show Badges and ID Cards Beginning Jan. 14

Employee identification cards, as well as badges, must be shown to gain entrance to the plant effective Jan. 14, according to W. J. Willcox, plant protection manager.

1952 Finds Lockheed Rooted in Georgia Soil

Georgia Division Progress Reviewed As New Year Dawns

About a year ago the air around Kennesaw Mountain was stirring with a rumor the big hangar doors of Government Aircraft Plant number 6 would open, stored machine tools would be moved, and work would begin once more on bombers.

The rumor was confirmed in headlines across the nation a year ago today. Lockheed Aircraft Corporation of Burbank, California, was announced as contractor for modification work on B-29s which had been stored in a Texas desert since World War II.

James V. Carmichael, who made a name for himself in aviation as manager of GAP No. 6 between 1942 and 1945 was asked to head the plant again. He called on Georgians once more for teamwork in building bombers for defense. A newspaper—the Southern Star—was formed to report worker's contribution to the huge task.

Back through the pages of the Star comes the story of Lockheed's Georgia Division for the first year. The embryo stages of the first few months saw a handful of the West Coast airplane family busy dusting out the front offices of the plant, getting acquainted with Cobb

ment Club. When June rolled around, some 400 visitors a day were pouring through the newly-decorated front lobby; Lockheed was called the biggest buyer in the South with \$50,000,000 to spend; and the safety and recreation programs were boosted along.

A throng of 3,000 workers gathered in B-1 about mid-June for the first mass meeting to hear General Manager Carmichael say: "The success of this job depends on you."

As a hot July sun poured down on the plant, many departments were humming with steady routine. Even then, telephones lines were jammed with the business of getting airplanes into production. Recruiters scanned the East Coast for skilled workers.

Employees continued to attend training classes to learn more about their jobs. Top officials like As-



Wearing Confederate caps and waving the "Stars and Bars" for a little fun after successful test hop of a modified B-29 are Jim Watson, chief pilot; Charles Wallace, chief flight engineer; Joe Gabriel, flight mechanic; H. M. Mitchell, radioman; J. D. Kilpatrick, flight mechanic, and Lloyd Harris, co-pilot.

Plant recreation was picking up. The GLERC council named a director and an office was opened in the basement of B-1. Male employees, who liked to sing, formed a chorus group and sang during lunch periods and after hours.

When employees donned dough faces for the Halloween Ball, Civilian Defense plans were laid for the plant, the East Point employment office opened with 530 applications the first week, and a series of safety classes began.

The "Lockheed Industrial College"—tremendous training program set up in the plant with some classes contracted outside—was impressing educational leaders over the Southland.

Hut City, World War II prefabricated barracks and buildings on the edge of Dobbins Air Base, fell before salvage crews in November to make way for the erection of a flight ramp, hangar, and radar building. Grading was begun to extend the East-West runway 3,500 feet to handle the hot landings

of the B-47s that are to come.

In December, the Lockheed board of directors met for the first time on Georgia soil to see their new operation. They liked the plant and were pleased with progress made at the Georgia Division under the circumstances. Lockheed President Robert Gross said he would like to see the Georgia Division building planes of peace after the emergency, but he pointed out that permanency depended on what Georgians put into their product here and on the future plans of the Air Force.

As the old man of 1951 turned the fate of history over to young Mister 1952, Lockheed's task in Georgia was still only beginning.

Mr. Carmichael summed up the task which lies ahead in '52 at the third mass meeting of employees Friday before Christmas when he said, "For the sake of our country, we must succeed. This will take the very best that each person has to give every minute he is on the job."



Machines of World War II filled every available nook and cranny of the giant B-1 building and Lockheed was asked to re-open the Marietta plant.

county folks, and looking around for workers with airplane know-how.

In April, "Early Bird," the first B-29 from Pyote, Texas, arrived at Dobbins Air Force Base. She was prodded at and her equipment torn off as early employees studied what would have to be done to the five-year-old craft to put her in condition for modern warfare.

While "Early Bird" was getting a going over, a Credit Union charter was sought and one of the cafeterias was opened to serve the ever increasing number of employees.

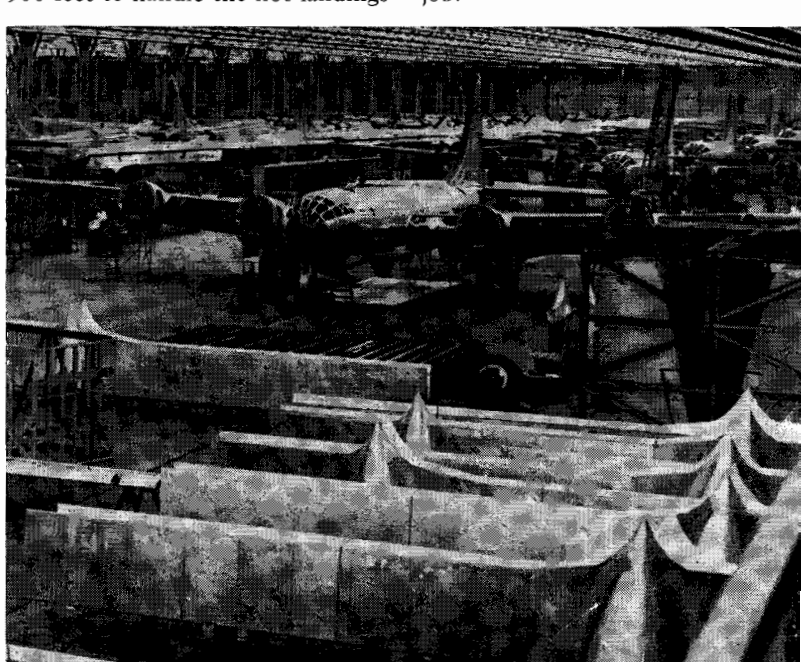
Before work was going on the B-29s, the Georgia Division got breath-taking news that production of the B-47 Stratojet, 600-mile-an-hour bomber would be the major project after the Superfortress phase had been completed.

Stepping stones falling in place about the first of May were the setting up of group insurance, and the organization of the Manage-

ment Club. Assistant Secretary of Air Force R. L. Gilpatric, made frequent visits to check progress. The first B-47 template was made, other cafeterias opened, and management declared, "More B-47s sooner and full speed ahead on B-29s."

Some 250 workers said they would donate a pint of blood to the Red Cross in September. A thousand employees turned out for the first Recreation Club-sponsored dance. At a second mass meeting in September, Carmichael talked to a total of 5,500 employees.

As the summer heat was tempered by the nip of late September, \$50,000,000 in orders had been placed by the Purchasing Department and defense manufacturers had made a big dent in the machine storage pool. It was announced that 50 per cent of the work on the Stratojets would be done by sub-contractors and outside production over the Southeast.



In less than one year the machinery storage area became the assemble line for the B-29s Lockheed had contracted to modify for the United States Air Force.

Randolph Field Sends High Praise For Our B-29

Training Program Launched For Aircraft Workers

The Georgia Division this year is launching two long-range training programs designed to combat the scarcity of engineers and develop more aircraft skills in this region.

One course is a five-year Engineering Cooperative Training Program and the second is a four-year apprenticeship program for prospective machinists, tool and die makers, jig and fixture builders and light line mechanics.

S. H. White, training department manager, explained that the engineering plan will be participated in by students already enrolled in technical institutions.

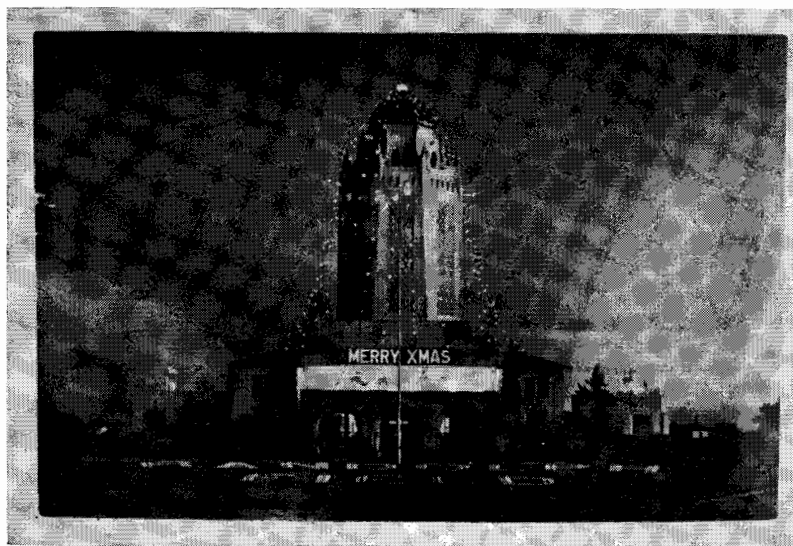
Under the co-op plan, he said, students would alternate between school attendance and work at GELAC every three months for four years. The fifth year the student would attend college for nine months uninterrupted before accepting full-time employment here.

White said acceptable engineering studies are: aeronautical, electrical, industrial and mechanical.

The apprenticeship plan, White said, will include 8,320 hours, of which 576 will be related training and 7,744 will be work experience.

Lockheed's Joint Apprenticeship Committee will interview and induct apprentices according to standards established by the committee.

Applicants for the engineering co-op program will apply through officials of their schools and prospective apprentices will submit applications through GELAC's employment office.



Received your first product which looks good. Appreciate your sending Mr. Malzahn over to follow it thru our acceptance procedure.

Col. Tom Davis

The Personnel Of
Randolph Air Force Base

Wish You

A Very Merry Christmas

And A Joyous New Year

Radar Specialists To Help Speed Up Plane Production

Trained radar and radio teams from the Functional Test Laboratory 18-10 have been assigned to final assembly to speed up production and hasten sell-off of radar equipment in the B-29 program.

At the same time, Production Manager E. A. Williams announced that an on-the-job training program has been established in the functional test lab for radar personnel in final assembly.

Lonnie F. Schulze, superintendent of the Electronics and Functional Test Department, explained that trained crews from his outfit have been assigned around-the-clock to flight operations and final assembly to get the new program rolling.

Under the new plan, radar operators will accompany ships on test hops to make adjustments in instruments in flight and observe any malfunctioning of equipment under flying conditions.

The operation will continue to be standard until all communications equipment in planes on the flight line has been sold off. The number of teams then will be reduced from six to three, the remaining crews to operate at assembly stations four and five and on the flight line.

Ultimately, the remaining three teams will be composed of final assembly personnel who have completed the on-the-job training program in the functional test lab.



The final signing of papers for delivery of a modified Superfortress brings a round of smiles as Inspector Supervisor John White holds clip board for Lt. Boone Rose, Jr., Randolph Field. Looking on are Sgt. Jack Thompson, T/Sgt.

Robert R. Reid, Capt. James S. Gist, Sgt. Guy N. Ewing, of Randolph Field; Jim R. Bradley, 22-24, between White and Rose, A. L. Hall, B-29 project coordinator, Frank West, flight line foreman, and Sgt. Charles E. Satterfield, Randolph Field.