All of This and More To Do in '52.
Others Gave Blood for Son, Father Now Regular Donor

George Ragsdale Sr., 88-08 is a man who knows the value of human blood.

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

Sixteen employees in Ragsdale's department donated their blood to save George. As a result, the boy pulled through.

It was one of the thousands of lives saved by the blood bank.

On the last day of the Red Cross Blood mobile visit, George Ragsdale Sr. went down to make his donation.

"I saw what blood did for my son," he said. "And I want to help save another life of others.

"A drive is under way now at the Georgia Division to register 550 donor judges for the establishment of a permanent blood program in the plant.

A permanent program will donate the necessary blood in 100 locations. Every time the mobile blood unit is scheduled for a visit, it will save the donor time and trouble.

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

Clifford Griffin Named Plant Utility Foreman

Clifford Griffin has been named foreman in charge of the plant utility operation, Department 19-25, according to R. B. Dupree, maintenance superintendent.

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

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 picture taken in B-1 parking lot at left show the right way to maneuver in the four-lane monster. Those at right will give a good idea of why CELAC’s parking problem is getting acute.

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

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

Bottom left: Cars are being the curvy 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 making curve that blocked a traffic lane.

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

The life of Ragsdale’s son was saved last summer following a motorcycle accident when 16 employees from Ragsdale’s department donated their blood to save the youth.

G. B. Ragsdale takes refreshments after donating a pint of blood.

G. B. Ragsdale’s son was saved last summer following a motorcycle accident when 16 employees from Ragsdale’s department donated their blood to save the youth.

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. Wilcox, plant protection manager.

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.

This move to the new location with its permanent location, to give it the room of the modification department, and clear the present occupied space for its ultimate use.

The move included the Cowl Rework and the Engine Mount Ring Disassembly sections of Department 13-45.
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 that the hangar doors of Government Aircraft were to be moved, and work would begin.

The rumor was confirmed in December, after a year's debate. Lockheed Aircraft Corporation of Burbank, California, was announced as contractor for modifications, 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 named to head the plant again. He called on Georgia once more for teamwork in building bombers for defense. A newspaper—The Southern Star—was forced to report workers' contribution to the huge task.

Look through the pages of the Story of Lockheed's Georgia Division for the first year. The early stages of the first few months were salient of the West Coast airplane family busing distances to the out- front offices of the plant, getting acquainted with Cobb County folks, and looking around for women with airplane know-how.

In April, "Early Bird," the first B-29 from Potez, Texas, arrived at Dobbins Air Force Base. She was poised at her equipment turned over to the plant. The number of women employees doubled, and the number of men employees doubled. The number of women employees doubled, and the number of men employees doubled. The number of women employees doubled, and the number of men employees doubled.

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

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Stepping stones filling in place, the first of May were the setting up of group insurance, and the organization of the Management Committee. The first B-47 template was made, 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 employers turned out for the first Recreation Club-sponsored dance. At a second annual meeting in September, Carmichael talked to a total of 5,000 employers.

As the summer heat was tempered by the hot 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 Stratofortress would be done by sub-contractors and outside production over the Southland.

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; D. J. Kitpatrick, flight mechanic, and Lloyd Harris, co-pilot.

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

When employees dammed dough nuts for the Halloween Fund, 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 Individual College—tremendous training program set up in the plant with some classes contracted outside—was impressing educational leaders over the Southland.

Hot City, World War II-pre-barrack buildings and buildings on the edge of Dobbins Air Base, fell before salvage crews in November to make way for the erection of a flight gym, hangar, and salt building. Grading was begun to extend the East-West runway 3,500 feet to land 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 G. Armstrong 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 1952 trended the fate of history over to young Mister 1952, Lockheed's talk in Georgia was still only beginning.

Mr. Carmichael summed up the task which lies ahead in '52 if the third mass meeting of employers 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."

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

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 Micatita plant.
Randolph Field Sends High Praise For Our B-29

Training Program Launched For Aircraft Workers

The Georgia Division this year is launching two first-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 production machinists, tool and dye makers, jig and fixture builders and flight 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 10-step plan, he said, students would alternate between school attendance and work at CEALC every three months for four years. The fifth year the student would attend college for nine months uninterrupted before getting full-time employment there.

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

The apprentice plan, White said, will include 3,200 hours, of which 750 will be related training and 2,750 will be work experience. Lockheed's final Apprenticeship Committee will interview and interview apprentices according to standards established by the company.

Applicants for the engineering apprentice program will apply through their school and prospective companies that will submit applications through CEALC's enrollment office.

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 air-off of initial equipment in the B-29 program.

At the 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.

Louise F. Schuler, superintendent of the Electronics and Functional Test Department, explained that trained crews from here will be 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 on the flight line has been added.

The number of teams then will be reduced from five 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 consolidated in 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 being put through tests of their school and prospective companies will submit applications through CEALC's enrollment office.