

Boeing Plane Talk

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AF-BOEING SHARE HONORS IN B-50'S RECORD

Aerial Refueling Is Key to Superfort's Global Flight

World Flight Is Another 'First' For Great Team

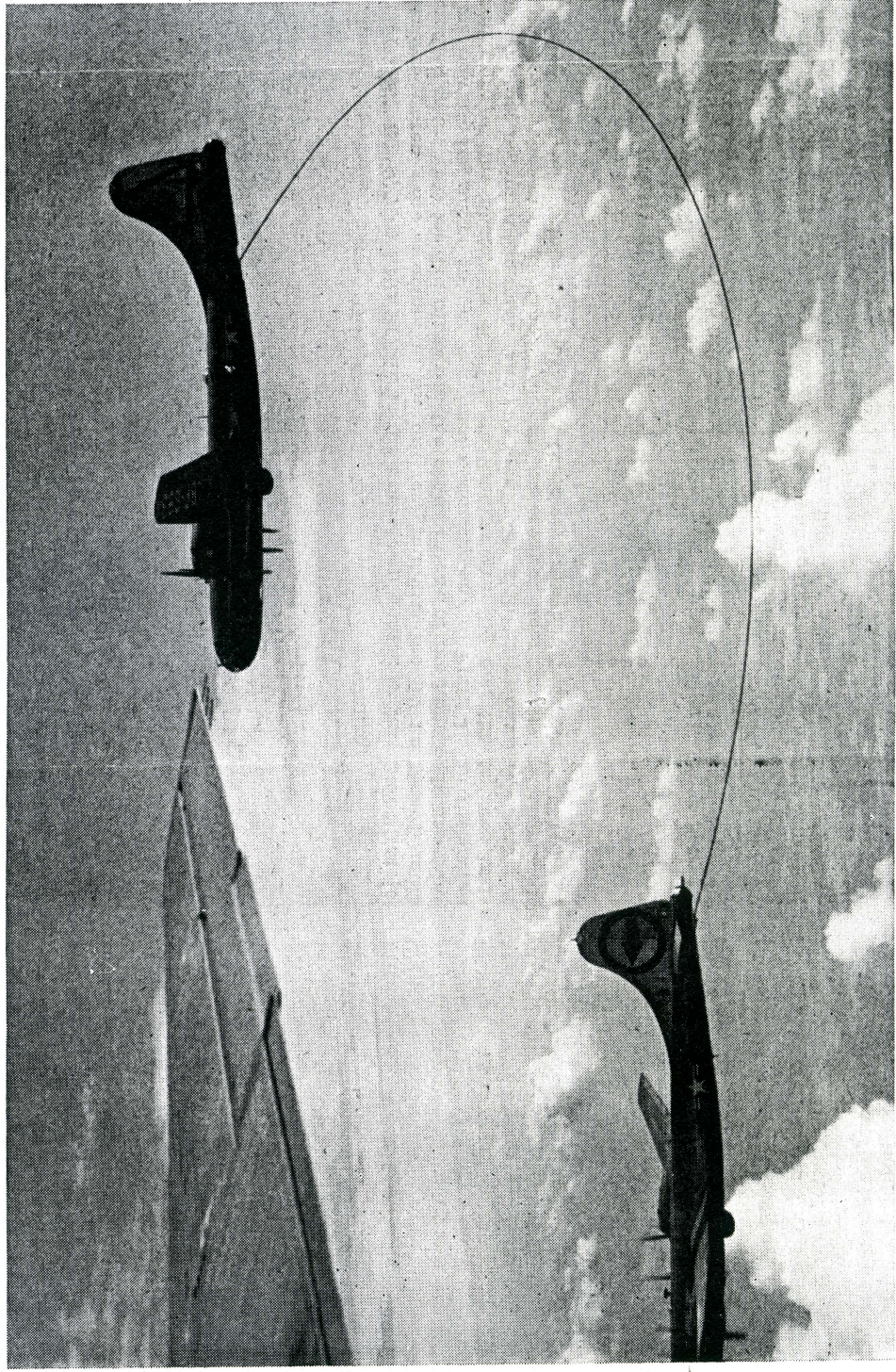
A great team—the United States Air Force and the Boeing Company—scored another sensational achievement this week when the B-50 Superfortress "Lucky Lady II," refueled four times by B-29's, completed history's first non-stop flight around the world.

The mighty B-50, produced at Boeing-Seattle and modified for aerial refueling at Boeing-Wichita, flew 23,452 miles in circling the earth in just 94 hours.

The performance of the Superfortress and its Air Force crew—coupled with the four-time feat of brother B-29's which rose from far distance bases to replenish the bomber's fuel supply—was a fitting climax to the long months of preparation and hard work spent in perfecting in-flight refueling for heavy bombardment aircraft here at Wichita.

In Air Nearly Four Days

The B-50 and its 13 AF crew members left Carswell Air Force Base at Fort Worth, Tex., at 11:21 a.m. Saturday, February 26 and landed at the same base at 9:21 a.m. Wednesday, March 2. It was refueled by B-29's over the Azores, over Dhahran, Saudi Arabia, over the Philippines, and over Hawaii. The average speed was nearly 240 miles per hour.



WICHITA MODERNIZED Superforts flown by Air Force crews and with Boeing technicians aboard are shown above high over Kansas during an

Employees Give

Key Men Confer

Employees Give Over \$15,000 in Red Cross Drive

Boeing-Wichita employees opened their pocketbooks last week and donated more than \$15,000 to the American Red Cross in its 1949 fund campaign. The contribution amounted to more than 10 per cent of the Sedgewick county goal.

The Personnel division, which handled the campaign in the plants, reports that a total of 1,178 employees made cash donations amounting to \$2,449.85, or an average of \$2.08 per person. Payroll deduction authorizations were received from 3,927 employees for a total of \$12,673.04, representing an average of \$3.23 per person.

Boeing Total is \$16,122

Total contributions from both employees and the Company amounts to \$16,122.89. In addition, the Company plans to contribute another \$1,000 during the year in wages paid to groups of employees who make blood donations during working hours each week.

As in previous years, no goal was accepted for the plant campaign other than **See RED CROSS DRIVE, page 3**

Schaefer to Speak at Supervisors' Dinner

A dinner meeting for all supervision will be held in the Plant II cafeteria starting at 6:30 p.m. Saturday, March 5. The dinner will be followed by a short program highlighted by an informative talk by J. E. Schaefer.

In his talk, which will be of vital interest to all Boeing-Wichita supervision, Mr. Schaefer will discuss programs now in process here. He will point out the part supervision is to play in accomplishing these projects and will also discuss planning for future Company activities.

Arrangements for parking have been made in lots D and E near the Personnel and Plant Protection buildings at Plant II. All supervision attending should enter Gate No. 5 and should

WICHITA MODERNIZED Superforts flown by Air Force crews and with Boeing technicians aboard are shown above high over Kansas during an experimental refueling operation. From test flights such as this evolved the refueling system which allowed the B-50 Superfortress "Lucky Lady II" to complete the first round-the-world non-stop flight in history this week

A Reminder

March 15 is the deadline for filing 1948 income tax returns. It is also the deadline for filing a declaration of estimated 1949 income if that income will include more than \$100 from sources other than salaries and wages or if it will exceed \$4,500 plus \$600 for each exemption.

PAA Takes Third Stratocruiser

The Stratocruiser *Clipper Rainbow* this week became the third Boeing airplane of its type to join the fleet of Pan American World Airways.

The 75-passenger, 71-ton airliner was formally purchased at Portland, Ore., Wednesday following a delivery flight from the Boeing plant at Seattle. From Portland, the *Clipper Rainbow* was flown to the PAA base at San Francisco.

The new transport, one of a fleet of 20 ordered by Pan American, left Seattle just 30 days following delivery of the first Stratocruiser, the *Clipper America*. Delivery of the second airliner, the *Clipper Tradewind*, was announced in the last issue of *Plane Talk*.

President of Boeing is Due Here Next Friday

William M. Allen, president of the Boeing Company, is expected to arrive in Wichita for a brief inspection and business conferences next Friday, March 11. President Allen will stop off in Wichita on the return trip to Seattle following a week spent in Washington, D. C.

ENGINEERS PLAN VISIT

Engineers of the Aircraft Research and Testing Committee, representing the nation's leading eastern aircraft manufacturers, were scheduled to meet

Key Men Confer At Plants Here On Jet Program

George C. Martin, chief project engineer at Boeing-Seattle on the B-47 Stratofet program, and Robert M. (Bob) Robbins, first man to fly the XB-47, paid a brief visit to the plants early this week to confer with Wichita Division officials on Stratofet production getting under way here.

The two men have been key figures in the engineering and development of the Stratofet since inception of the experimental program.

Martin was project engineer on the XB-47's until the first plane was over its initial flight in December 1947. He then became chief of Seattle's preliminary design. When Stratofet production became a certainty he was assigned to the program as chief project engineer.

From Pilot to Engineer

Robbins, now an assistant project engineer on the Stratofet, was at the controls when the first XB-47 made its initial flight. Robbins was chief project pilot in the XB-47 flight test program until September last year when he **See KEY MEN CONFER, page 2**

Three Brothers Return to Boeing; Bring Fourth Brother With Them

The Nedau brothers—Ed, Bernie and Bill—who spent at least three years each here at Boeing during the war, are back at their old jobs again and this time they've brought another brother, Ray, with them.

Ray worked in local aircraft plants during the war and "always thought about coming out to Boeing but just never seemed to get around to it," he says. Late last year he decided that maybe he'd take the advice of his brothers and put in an application. This he did, and on January 3 he came to work as a sheetmetal assembly helper

Behind this new "first" for the Air Force and Boeing lies nearly a year—beginning last March 15—of feverish concentration and activity devoted to solving the countless problems facing the men who set the flight of the "Lucky Lady II" as the first big goal to be reached.

During the last few weeks, in preparation for this globe-circling attempt, many Boeing-Wichita shops have worked emergency schedules in rushing parts and equipment to bases set up by the Air Force for the B-50's flight around the world.

It is true that aerial refueling wasn't new when the AF-Boeing project was started here in the spring of 1948. But it is also true that refueling operations **See B-50'S RECORD, page 4**

Dividend of \$1 Voted Boeing Stockholders

A \$1 dividend payable March 29 to stockholders of record as of the close of business March 15, was voted Monday by the board of directors of the Boeing Airplane Company, President William M. Allen announced in Seattle.

The last dividend, also of \$1, was paid on April 7, 1948.

The Boeing company's most recent financial report showed a consolidated net loss of \$298,820 for the 9-month period ended September 30, 1948. The annual report for the year 1948 has not yet been completed.

that he didn't come out in 1942 when he first started work in the aircraft industry.

The other three brothers are all "glad to be back." All three left after the war, never expecting to return to Boeing—especially not to Plant II. Ed, the eldest, typified their sentiments when he said:

"Altogether I've worked for Boeing about four and one-half years and I can honestly say that I've enjoyed every minute of it. I plan to stay here just as long as there's a job for me."

Ed has never been late on the job and

Manager Herring at Plant I or Gerald Caywood, Personnel offices at Plant II. Herring's extension is 311. Caywood's is 685.

BOWLING CHAMPS



The Nuts bowling team, first place winners in the city bowling tournament last week, is shown above. Regular bowlers in the Engineers league, the Boeing keglers rolled up a high score of 3,125 to win the annual handicap event from the 104 competing teams. Team members are: seated, Bob Allred, who rolled 656, and Harden Tubbs, who scored 645. Standing, Larry Sourbeer, 622, and Marc Carlock, 614. Roy Rotelli, fifth member of the team, was not available for the photograph. Rotelli scored 599.

Magazine Gives Photos To Boeing's Joe Jones

Joe Jones (35), central figure in *Parade* magazine's recent picture story of Boeing-Wichita entitled, "Joe Jones - Planebuilder," received a nice little present from *Parade's* publishers the other day. It was a package containing complete sets of four each of the photographs that had appeared in the *Parade* Sunday supplement of the *Wichita Eagle* and other newspapers over the country.

Joe has presented one set of the pictures to his wife's mother, one set to an aunt, Miss Nora Delaney of Frontenac, Kans., with whom he formerly made his home, and one each to Ernie Feyerabend and Elbert Lawson, both of Shop 35 in Plant I and both of whom were included in the *Parade* picture story. He also gave one to Kenneth Daniel, former Plant II jig builder. Daniel and his wife, neighbors of Joe's, were included in one of the "evening at home" pictures.

PLAN SPARTAN GRAD REUNION

Graduates of the Spartan School of Aeronautics at Tulsa are being requested to contact Bill Youngblood, second shift (35), or Ed Hamlin, first shift (35), for details on a proposed reunion and party.

quoting from page 24 of the Boeing Employee's Handbook: "Employees are not permitted to receive or make personal telephone calls through the Company exchange."

For the convenience of all employees in making necessary personal calls, telephone booths which operate through the downtown exchange are located in the following areas: Plant I cafeteria, Plant II cafeteria, Plant I tunnel, Plant II tunnels and in the Personnel building.

B-50's Record

(Continued from Page 1)

in the past had never been perfected to the degree necessary when involving heavy bombers, high speeds, high altitudes, and greatly increased rates of fuel flow. And it also included the development of an entirely new technique in flying operations.

A Dramatic Background

For the moment - and appropriately - the glory for the flight ending Wednesday lies with the B-50 setting the record and the fine young men of the Air Force who took the big bomber safely around the world. But behind this achievement are countless Wichita, Seattle and Air Force people who did the preliminary planning, who did the experimenting, who perfected the program.

Locally, much of the credit goes to such engineers as Bill Arundale, Roy Rotelli, Jack Clark and Harold Zipp, and to the men assigned to Wichita under C. J. Leisy of Seattle. And no one here will ever forget the long series of gruelling test flights conducted over Kansas by Capt. Lyle C. Freed and the men of the Air Force and Boeing crews.

Some day, perhaps, the Air Force will release the full story behind "Operation Globe" which was concluded so gloriously this week. That story will add another thrilling chapter to the story of Boeing-Wichita and the story of the Air Force-Boeing team.

Colored Employees to Hold Dance March 19

Saturday, March 19, is the night set by Chairman John Dotson (545) for the plant-wide colored employees dance in the Boeing clubhouse.

Marvin Stone and his orchestra have been engaged for the occasion and advance reservations only will be accepted.

Assisting Dotson with the tickets on the first shift are: George Wells, Jr. (2250), Charles M. Brown (545), Alexander Hoy, Jr. (2250), Lewis C. Scott (545), Fred Woods (98), Harry F. Williams (45). Handling the reservations for the second shift is McGregor Smith (545).

A main Stratocruiser tire, tube and air weighs 265 lbs., approximately ten times that of a 600x16 automobile tire.

training program to further prepare Boeing employees for building B-47 Stratojets.

This training program will be given its official send-off tomorrow evening by



LYNN WHITESIDE

J. E. Schaefer at a general supervisors meeting in the Plant II cafeteria.

Whiteside comes to Boeing after 16 years with the Goodyear Tire and Rubber Company, Akron, Ohio.

During his stay with Goodyear, Whiteside was in charge of that company's training programs for six years. He also held the position of night superintendent of both the Goodyear Tire and Rubber Company plant and the Goodyear Aircraft facilities which, among other things, built Boeing Superfort center sections.

A graduate of Emory and Henry College, Emory, Va., with a degree in social science, Whiteside is presently working on a degree in economics. He, Mrs. Whiteside and their three children - two girls and a boy - have established their home at 643 Marcilene Terrace.

FIGURE SKATERS TO STAGE SHOW ON ICE TOMORROW

Wichita Figure Skating club members will present an ice show at the Alaskan tomorrow afternoon and evening. The afternoon performance will begin at 2 o'clock, the evening at 8 o'clock. Tickets may be purchased at the Alaskan or from any of the following club members here at the plants: Verne Hudson, Jim Woodburn and Marjorie Thacker, all of Engineering. Price for the afternoon show is 55 cents per ticket, and for the evening show, 90 cents. Ice skating for the audience will follow each performance.

The Boeing Bombers basketball team was scheduled for its opening game in the Augusta invitational tournament as *Plane Talk* went to press last night.

On Sunday night the Bombers will meet the Canton Athletics in their opening game of the five-day Kansas AAU basketball tournament to be held in the Forum.