



REMEMBER THIS ONE?—This Curtiss Jeny (JN-4) was the pride and joy of the U. S. Air Corps in World War I. It antedates the start of the Convair company by about six years.

AIRCRAFT WORKERS TO GET \$3.3 BILLION

Workers in U. S. aircraft plants will be paid a record \$3,300,000,000 in 1953, with the total industry payroll equaling that of the peak employment year of World War II, according to preliminary estimates of the Aircraft Industries Association.

By year's end, some 800,000 Americans will be directly engaged in building aircraft. High wage levels now prevailing throughout the industry will push the annual payroll to a point equaling that of 1943, when average employment rocketed to more than 1,250,000 under the impetus of all-out wartime production requirements. The above figures do not include employees of thousands of aircraft industry subcontractors and suppliers.

With approximately 50 per cent of the industry's total sales dollar going into payrolls, the \$3.3 billion in wages constitute a major factor in the higher cost of today's military aircraft.

The gradual rise in average wages in the aircraft industry began before World War II, and has accelerated in recent years. Average hourly wages today, for example, are \$1.96 compared with 84 cents in 1941. Weekly pay has jumped from an aver-

age of \$39.80 to \$84.50 during the same period. This increase of 112 per cent in wages compares with a climb of 81 per cent in the national cost of living index.

In addition to actual wages, the aircraft worker today receives a number of so-called fringe benefits, the majority of which have come into being since World War II. These benefits, which in many cases are paid entirely by the employer, include such items as insurance, sick leave, holiday pay, vacation pay, and—in many cases—pension plans. At one company, the cost of fringe benefits paid in addition to wages is 19 cents for every hour worked by the employe.

Employment in the aircraft and parts industry in June 1950, when the Korean War began, was approximately 215,000 persons.

Convair's Navy XP5Y-1, the world's first gas turbine-powered (turboprop) seaplane, flew initially off San Diego Bay on April 18, 1950.

Mount McKinley, Alaska, is visible on clear days for more than 125 miles.

South's Moonshine Technique Troubles Revenuers in North

WASHINGTON, May 30. — Moonshine, traditionally associated with the South, is moving up North and becoming a real headache along the eastern seaboard.

U. S. revenue agents disclosed Saturday that the Yankee variety of bootlegging is an interstate business operated by well-heeled gangs in such areas as New York, New Jersey, Connecticut and Pennsylvania.

"We have been seizing some fairly big stills up there," reported Harold A. Serr, technical adviser to the head of the alcohol division of the Internal Revenue Bureau.

He told a closed-door hearing of the House appropriations sub-

committee that the government's seizures of illicit stills and liquor had increased approximately 10 per cent over last year.

The big-time gangs operating up North were very persistent in their operations, Serr reported, and were producing high-proof alcohol despite a wave of recent arrests and prosecutions.

However, he added that the small-time violator down South still constituted the principal problem for revenue agents, because there were so many of these Southern private entrepreneurs.

"We do find," he said, "that over 90 per cent of the problem is in 11 Southern states. The illicit stills found are small, and it takes man power to go into

the bushes and into the hills and get the violators."

Serr had a very simple explanation for the increase in bootlegging. He summed it up:

"When the tax on distilled spirits was increased from \$9 to \$10.50 a gallon, that naturally increased the margin for the bootlegger and resulted in more bootlegging."

Liberator Bomber

The Consolidated B-24 Liberator bomber was designed and test flown in nine months less one day, a record achievement for this type of heavy aircraft. Contract for an experimental model of the Liberator was signed with the U. S. Army Air Corps on March 30, 1939. Plane's first test flight was on Dec. 29, 1939.

The first circulating library in England, 200 years ago, failed for lack of support.

Congratulations CONVAIR

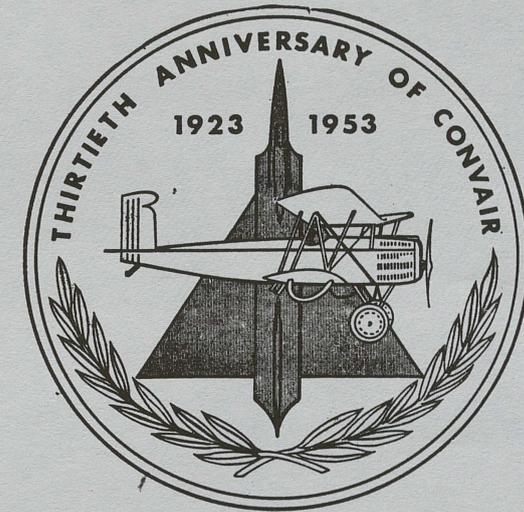
BORSALINO HATS

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A DAVIS CO

Congratulates CONVAIR



In this age of jets and atoms A Davis Co takes great pleasure in congratulating famed Convair on their 30th Anniversary and their 11th Anniversary in Fort Worth.

Convair has been a tremendous factor in our National Defense, our air transportation and the prosperity of our great city.

NEEDLE-CRAFT CLOTHES

DON RICHARDS CLOTHES

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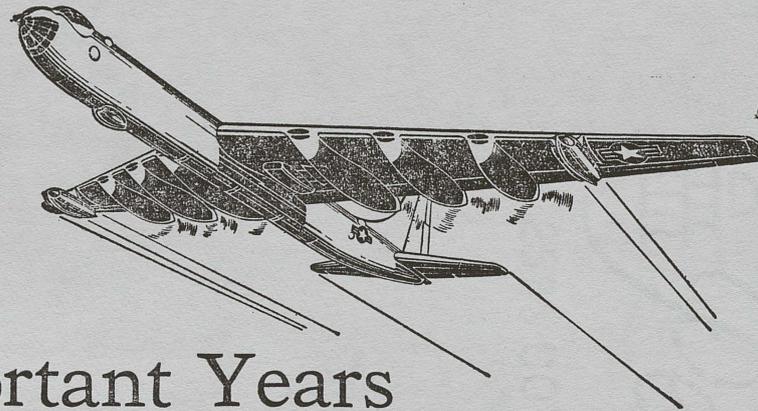
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1923=1953



30 Important Years to Convair and John L. Ashe

We take pride in the fact we share our 30th Anniversary with a corporation represented in Fort Worth by the largest integrated aircraft factory in the world. It is with sincere appreciation of their efforts that we congratulate those responsible for the growth and development of



takes great pleasure in congratulating famed Convair on their 30th Anniversary and their 11th Anniversary in Fort Worth.

Convair has been a tremendous factor in our National Defense, our air transportation and the prosperity of our great city.

We, too, like to feel we have made some contribution to the well-being of our citizens by providing nothing but quality apparel for our customers plus loads of service . . . for, as you know, your appearance is our business, and your appearance counts so much in your business field and social life.

We had a modest beginning over in Ranger, Texas when we opened a small store back in 1919 with an eleven-foot frontage and only 1045 square feet of selling space. The purpose of this opening was to serve the citizens as well as the oil workers with their apparel needs. Then we opened a larger store.

In 1926, recognizing the growing importance of Fort Worth to this great State of Texas, we sold our holdings in Ranger and moved

STETSON HAT

DISNEY HATS

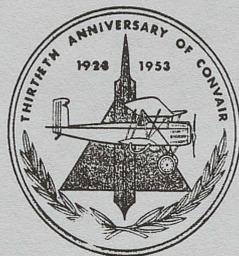
NETTLETON SHOES

ION RICHARDS CLOTHES

EXCELLO SHIRTS

ARROW SHIRTS

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*We take pride, too, in our 30 years of
service to our customers*

JOHN L. ASHE

MAIN AT EIGHTH • FORT WORTH

ONE OF THE NATION'S FINEST SHOPS FOR MEN



Cavanagh Hats



A DAVIS CO
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In 1926, recognizing the growing importance of Fort Worth to this great State of Texas, we sold our holdings in Ranger and moved to this city. At that time we used our Hart Schaffner & Marx franchise in a most substantial way for they are America's first name in quality clothing and today have been making fine clothes for more than three decades. Like Convair . . . they're "tops."

Today we have more than 6000 square feet of selling space as compared with our 1045 square feet when we opened in Ranger. This space is devoted to apparel and service you will find is just as modern as this age of jets and atoms.

DISNEY HAT

NETTLETON SHOES

BARCLAY SHOES

XCELLO SHIRTS

ARROW SHIRTS

JAYSON SPORT SHIRTS