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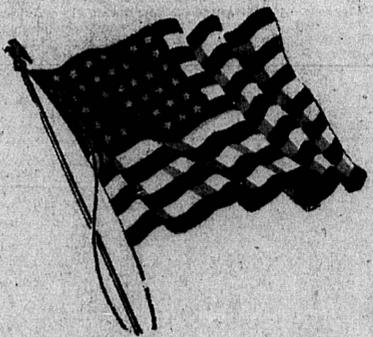
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*Benson's Join The Rest of Torrance!*

# WELCOME HOME TO OUR HEROES



With the greatest catastrophe in history only recently ended. With a world of chaos and confusion only beginning to acquire a semblance of the peace so dearly fought for, we look once again to the red, white, and blue banner that symbolizes so much. Only a bit of cloth, tis true, but how much it stands for!

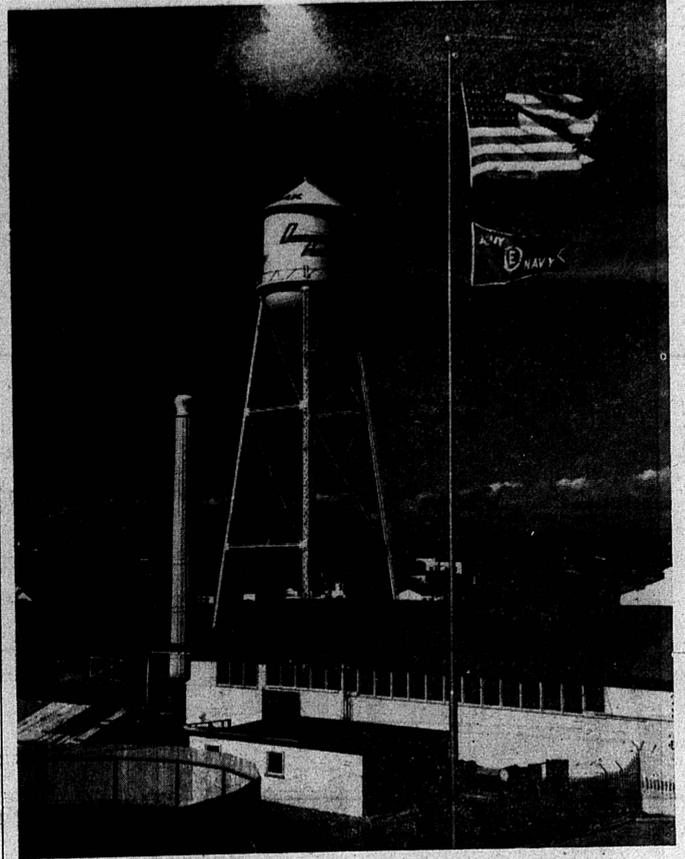
A bit of color snatched from the rainbow . . . to mean to all the world what America stands for. A bounty of everything that makes life worthwhile. One spot on earth where the word Home is a secure reality. Where the words Standard of Living are not a mockery.

It is to these returning Heroes that we owe a debt that can never be paid . . . and it is to them to be thankful for the freedom we enjoy to continue our way of life.

# BENSON'S

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## Doak Aircraft Co. War Record Brings Credit To Torrance Industrial Life

One Sunday early in March, 1941, a small group of tireless aircraft mechanics and engineers took time off from building one of the first plywood moulded airplanes to start clearing brittle debris from the site of a former glass factory in Torrance to establish the Metals Division of the Doak Aircraft Company, Inc.

There followed a period of rapid development which astonished residents of Torrance. With speed rivaling the fantasy of a Disney cartoon, a single dilapidated shack, open at one end, stirred itself and began to grow. Additions appeared in a manner which Disney would accompany with the sound of corks popping from a bottle.

Today, the Army-Navy "E" flag waves over the Doak Aircraft Company's 172,000 square feet of modern day-lighted buildings on a six-acre tract of land with two railroad sidings. Manufacturing and processing equipment and assembly space are provided for 7,200 production hours per eight-hour shift. On a three-shift basis, 1,800 production employees can work effectively.

The factory is completely equipped to design, develop, fabricate and finish every item entering into all metal airframes. The land, buildings and equipment are all owned by the corporation and there is no indebtedness, bonded or otherwise.

There is office space of approximately 25,000 square feet for the management, engineering and functional departments such as purchasing, accounting, production planning and control, tool design, and personnel.

A dispensary complete with first aid and emergency hospital equipment is located at the approximate center of the plant. A company-owned and operated cafeteria is equipped to provide three meals per shift.

Sprinkler fire protection throughout the entire plant is supplied from a gravity tank whose cream-colored tower, 100 feet high, forms a new landmark for Torrance.

The Doak Aircraft Company, Inc., was organized in 1940 for the purpose of engineering and developing military types of aircraft. Originally, the plant and offices were located in Hermosa Beach with a personnel of approximately ten men.

In anticipation of the metal shortage in 1941, a moulded plywood military training airplane was undertaken. However, before final completion of flight tests of this aircraft, the government's trainer program was frozen to existing types and the military requested that the plant's facilities be applied to sub-contract work for the major airframe manufacturers.

In accordance with this request, the Doak Aircraft company's personnel and facilities were divided into two groups

directed by the same management, one for wood and the other for metal parts.

In March, 1941, the property which the company now occupies at 2321 Abalone ave., Torrance, was leased and subsequently purchased.

Here the parent plant became an essential feeder to the Douglas, Lockheed and Ryan assembly lines, building metal components valued at \$15,000,000. The scope of this operation may be judged from the fact that almost 100,000 rear gunner seats and 20,000 sets of C-47 flaps. By June of 1945 there were over 1,300 employed, nearly 800 of them being women.

Wooden components valued at \$10,000,000 were built by the Kroehler-Doak Aircraft Parts Division in four of the Kroehler Manufacturing Company's furniture plants. As examples of the size of this operation, there were built 20,000 sets of wings for the Army radio-controlled target plane and 1,000 monocoque fuselages and empennages for the North American Aviation and Vultee trainer planes.

At Torrance when the war ended, fuselages and control surfaces for the Navy's new secret jet fighter, the PR-1 Fireball, were just beginning to roll off the assembly lines in production quantities.

Its war-time job finished, the Doak Aircraft company continues to concentrate on the aircraft field, while devoting some of its facilities to other items, such as patio chairs and store showcases. Among the aircraft items being made are ventilators for the Lockheed Constellation, mobile radar equipment for Army airports, and a new type of luxury seat for airliners.

The executive and engineering personnel of the Doak Aircraft company are all men who in the past have had not less than 15 years experience with major aircraft manufacturers, and each is a specialist in his field. For example, Edmond R. Doak, president and general manager, has 30 years experience in the aircraft industry—19 years of which were spent with the Douglas Aircraft Company, first as general purchasing agent and later as vice president and general manager in charge of the El Segundo division.

James B. Ford, vice president in charge of engineering, was an honor graduate of Massachusetts Institute of Technology and for 20 years has been associated with the design of airplanes with outstanding manufacturers such as Douglas, Martin, Vought and Stearman. He now is directing projects in the company's experimental development department which is equipped with vertical and horizontal wind tunnel, tool room machine tools, precision instruments, 500 HP dynamometer, 30-ton tensile and

compression testing machine and a chemical laboratory.

Officers of the Doak Aircraft Company, Inc., are: E. R. Doak, president and general manager; N. E. Grace, vice president and factory manager; R. H. Parkin, secretary-treasurer; S. F. Hinchliffe, vice president and sales manager; E. E. Rosier, vice president and contract manager; James B. Ford, vice president and chief engineer; K. Mansfield, assistant treasurer, and P. Summerbell, assistant secretary.

## Like This Town, Marines Visiting Torrance Say

(Continued from Page 4-EE)

a six-star battler who received his first one at Pearl Harbor. All of these fellows received Presidential Unit citations, with Lambert drawing the Air Medal and Nichols a Navy letter of commendation. Every last man also received the Good Conduct ribbon.

The recruiters say that their work here is like casting bread upon the waters. It may take some time to show returns, but returns will be shown. These vets, who proudly call themselves career men, have loudly proclaimed the food in Torrance is the best they have received anywhere.

They also say that the people are the most cooperative they have met, and the girls are . . . It is not necessary to tell us that our girls are the most beautiful, fit men? We do not have to be Marine material to see that.

## Gold Star Mother Sees Fifth Son Enlist In Service

Mrs. Allie Mae West, 1619 W. 216th st., this week saw her fifth son enter the military service when Robert George West enlisted in the Navy. Robert leaves this week to begin his training at the San Diego Naval Base as a pharmacist's mate.

Another son, Eddie, is in the regular Navy with a PHM 1/c rating. Jack and Kenneth West served in the Army and have since been discharged.

Mrs. West lost her son, Claude, a technical sergeant in the Army Air Corps, who was killed in action during the European War.