

Mr. and Mrs. A. D. Sayer, of 19602 Anza, announce the birth of a son, Steven Michael, weighing 7 pounds and one ounce.

Mr. and Mrs. Hampton B. Carroll of 1130 W. 226th St., announce the birth of a son, Hampton Gregg, weighing 8 pounds and 12 ounces.

E. G. 'Slim' KIDWELL

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THE WINDMILL MERCURY, THE EXQUISITE LINCOLN. Officials of the Torrance Lincoln-Mercury agency, 1885 Torrance Blvd., say that the response to the two makes of cars has been overwhelming since the agency opened six months ago.—Seeman Photo.

L-M Firm Finds Cars In Demand

Lincolns and Mercurys are selling better than ever, Richard M. Wahlbergh, general manager and owner of Torrance Lincoln-Mercury agency, 1885 Torrance Blvd., said this week.

Wahlbergh called attention to the fact that the local Lincoln-Mercury agency has been established six months in Torrance and that the community's re-

sponse has been great and gratifying.

The present firm was formerly the Fred Briggs Chrysler-Plymouth agency. The present Lincoln-Mercury agency will continue to provide service to Chrysler-Plymouth owners, Wahlbergh stated.

In emphasizing some of the outstanding features of the new

Mercury, the manager cited the increased horse power, new painting and styling, and the steadier and sturdier grill.

Wahlbergh said that his agency will provide a complete line of automobiles and the best in service anywhere. The firm's low overhead permits passing the savings on to the public, he said.

Man Claims Two Murders, Just Drunk

Police discovered that there was no basis in fact to a man's claim that he had murdered someone in Evansville, Indiana and Henderson, Kentucky after hecking out his claims.

While Torrance police gave Gene M. Collier, 25, of 25820 S. Western ave., Gardena, a clean bill of health on these strange claims, they booked him, nevertheless, for drunk driving.

Collier, who was arrested at 74th st. and Arlington, Sunday night was given a 30-day jail sentence.

The service department, headed by Pat Cavanaugh, is fully equipped and will service any make or model car.

Cavanaugh has been a Lincoln-Mercury service manager for 10 years. Factory-trained, he is a registered mechanic, registered service manager, and has been schooled in hydraulic, Mercromatic, turbo-drive, and Fordomatic.

In addition to offering a complete line of new cars, the local agency will also maintain a well-rounded inventory of "Safe-Buy" used cars, it was stated.



FLYING HIGH

Ed Dietrich is the manager of the Torrance Municipal Airport which houses a huge fleet of privately owned planes. The airport served as a war-time base for P-38s. It is rapidly becoming a center for air freight activity and is the scene of a rapid expansion of industrial plants.

AIRPORT BECOMES HUB OF MAJOR ACTIVITY

The Torrance Municipal Airport is fast achieving the position of industrial and transportation center for the entire bay area.

With the addition each year of new airport facilities and an increase in the number of manufacturing firms leasing ground for plant operations, the city-owned airport is taking on new importance. There are 250 privately-owned light planes based at the airport. In addition, a steady stream of air freight enters and leaves the facility daily.

Flying School

Right now, the airport is the home of several flying schools, charter services, and is the base of operations for a huge fleet of privately owned business planes which are used to fly executives throughout the area in the course of their business.

Operator of the airport is Ed Dietrich Jr., president and general manager of Collins and Dietrich, Inc. He is assisted in managing the booming airport by Robert W. Tod.

The airport, built in 1941 and 1942 by the government as a P-38 base, has a 5000-ft. runway, serving general aviation. During the war it was used as a jumping off spot for aircraft headed overseas.

City Takes Over

Following World War II, the War Assets Administration turned the field over to the City of Torrance with the understanding that it would be used only for that purpose. A recapture clause in the agreement which says that the government can take the field back if the city doesn't live up to these conditions assures its use as an airport.

The field now has the huge nose hanger left over from the war years, 40 individual hangars, and eight large hangars. Dietrich has built three large

hangars on the field and is planning to continue his program of building one hangar each year. Three additional hangars are now in the planning stage or under construction.

A moratorium has presently been placed on airport construction until a master plan has been developed for the most efficient use of airport property. Fifteen requests to construct hangars are already awaiting approval once the moratorium is lifted.

A number of major projects were approved prior to the moratorium. Some have already been completed, others will soon be completed.

Major Developments

A lease with the city for Hody's restaurant on the northwest corner of Crenshaw and Pacific Coast highway has been entered into with the city.

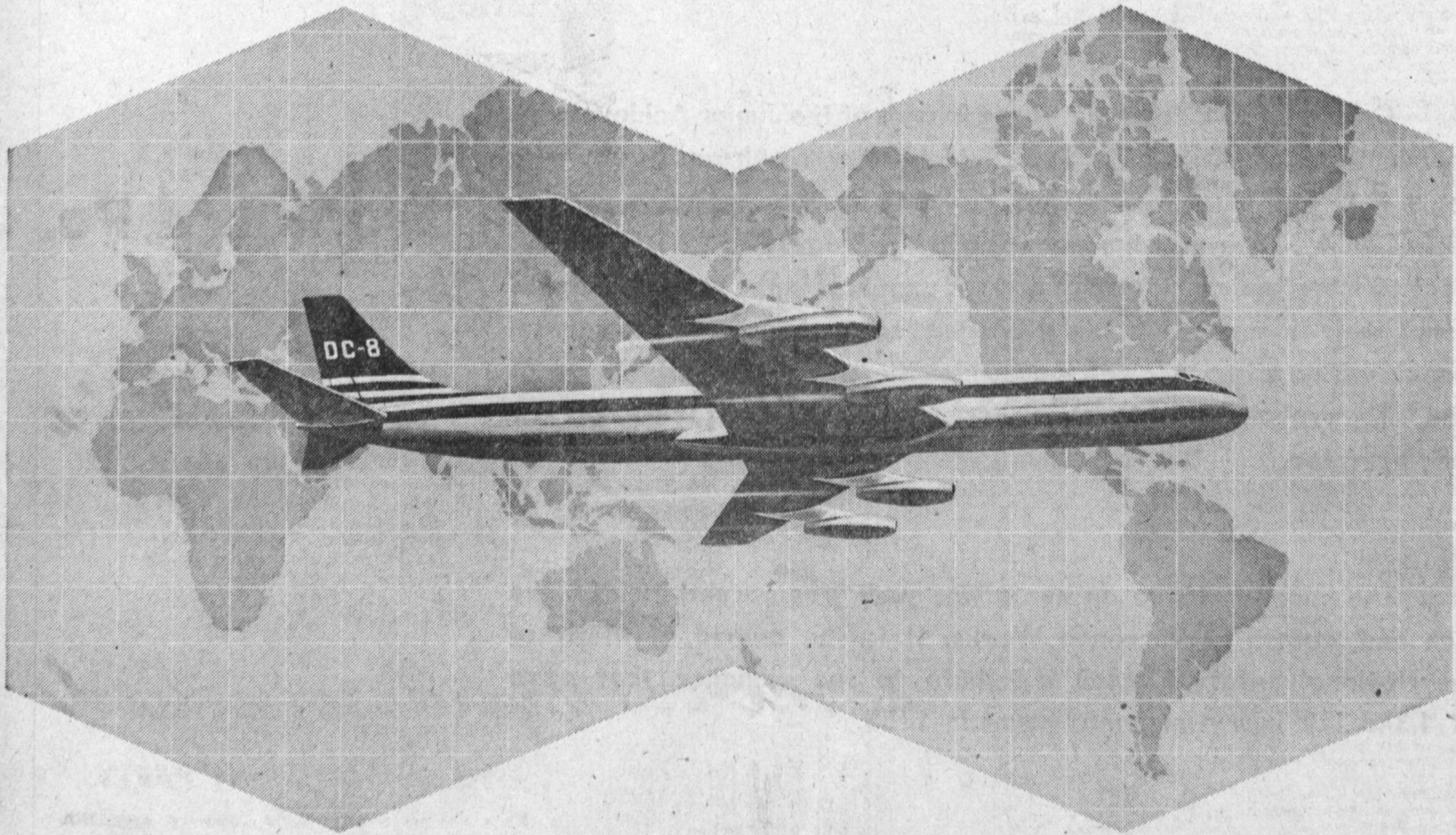
So has a lease for a multi-million dollar shopping center to be located on the 35-acre airport triangle at Crenshaw and Pacific Coast highway. Leasing agent for the shopping center is Coldwell-Banker.

Now under construction are Hi-Shear Rivet Tool co., and an auxiliary plant for Longren aircraft.

Two firms which have been completed and are now in operation are Mayflower Trailer and Sheridan-Grey engineering firm.

Also under construction and expected to be completed soon is a U.S. Nike site installation (guided missile).

How the Douglas dollar gets around...

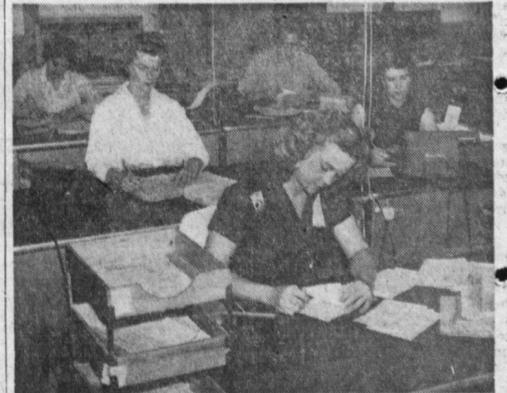


Douglas is the biggest airplane company in the world. It produces the commercial airliners which carry twice as many people as all other airplanes combined. And it builds hundreds of giant transports, agile fighters, long-range bombers and potent missiles to protect your home and way of life.

In carrying out these tremendous assignments, Douglas pumped well over 800 million dollars into the nation's economy last year. Douglas dollars went to 4800 sub-

contractors and suppliers in every state of the union; to more than 76,000 employees in many different plants; and to city, state and federal tax offices.

Out of the Douglas income dollar in 1955, only a little more than three pennies were not expended for payrolls, materials, and other costs of doing business. This small remainder was about equally divided between dividends to nearly 20,000 stockholders, and reinvestments in the business.



ORDERS OF THE DAY

These Torrance women play an important role in the production of the Navy's F4D Skyray at the Torrance location of Douglas Aircraft Co. They reproduce and distribute the shop orders for the countless parts of the aircraft to the various departments. From left: Florence Michalak, 5103 Cadison st.; Mary Musso, 1810 Schilling drive; Janine Matteson, 22306 Osage Court; Leadwoman Ethel Dawson, 23305 Western avenue, and D. J. Fawcett, 1011 Cranbrook ave. —Douglas Photo



ARMAMENT SPECIALISTS

Final adjustments are made as the F4D reaches the end of the line at the Torrance location of Douglas Aircraft Co. From left: Sephus Brown, 5023 Towers st.; Harold Roberts, 605 Amalpole, and Albert Prejeant, 21112 S. Budlong.