

Flight Operations Is Big Business at Douglas

The silver-thin white contrails criss-crossed against a deep blue sky above the South Bay area . . . Miles below, a voice rung clearly from the row of loudspeakers in the radio room at Douglas Aircraft's Flight Operations at the company's El Segundo Division, at Los Angeles International Airport.

"Douglas Baker . . . this is 752 . . ."

Production test pilot Dick Watts was making a routine check in from 30,000 feet, in an F4D Skyray built at the Douglas Torrance facility.

"752 go ahead . . . this is Douglas Baker . . ."

The conversation between Harry Weller, flight dispatcher at Douglas Baker and test pilot Dick Watts was a normal one . . . check in of position . . . altitude . . . time . . . and ETA . . .

While they talked, three feet away from Weller in the operations room, a tape recorder

turned silently, picking up the conversation between the two men . . .

The same incident takes place a dozen times a day at the El Segundo Division . . . maybe more when the weather is cooperating.

Routine flight operations you might call them.

But nothing is really routine . . . when you're jockeying production airplanes through the sky you find similar things with each one . . . but each flight is a new experience. Airplanes are like people, each has its own personality . . .

Flight operations at Douglas El Segundo is big business. It's

that way when you have the variety of airplanes rolling from the production lines that El Segundo has for the U.S. Navy. They range from the Navy's biggest to its smallest . . . and from a record breaking jet interceptor to a prop-driven job.

The A3D skywarrior twin jet bomber is the biggest thing ever put aboard a carrier for flight duty . . . and the midget A4D Skyhawk, about to go into fleet service following FIP trials, is a new concept in aircraft for the Navy's air arsenal. Holder of two world speed records, the modified-delta F4D Skyray is a sharp contrast with the AD Skyraider prop-driven attack bomber.

But they're all being flown at El Segundo . . . and flight operations controls their aerial program.

Under the direction of L. W. "Brownie" Browne, flight operations manager and administrator of production flight test, a stable of 18 pilots wing out the Navy aircraft for Douglas before turning them over to Navy Bureau of Aeronautics pilots for further tests and acceptance flight.

Douglas Baker has both UHF and VHF equipment. High Frequency equipment permits long distance communication with planes enroute to Los Angeles International Airport. Night time communication reaches out as far as 2000 miles, and day time contact can be from up to from 500 to 800 miles.

DOUGLAS WORKER FORMS MODEL AIRCRAFT CLUB

Aircraft designers of the future are receiving a helping hand from Edwin E. Clark, 1683 262nd st., Harbor city, a leadman at the Torrance location of Douglas Aircraft's El Segundo division, as president of the Harbor City Barnstormers.

This is a model aircraft club dedicated to the motto, "Fly Straight, Play Fair, Work Hard, and Help Each Other."



Barnstormer President

Leadman Machinist Edwin E. Clark, of the Torrance location of Douglas Aircraft's El Segundo Division, has built model aircraft for many years and is now training Harbor City youth. This model is the result of incorporating the best features of all previous models. It has the unusual capability of doing "square loops." Designed for maximum fuel load, speed, and lift, it can fly at a top speed of better than 100 mph.

On February 22, 1956, a group of twenty model fliers met for the purpose of forming a club. The Academy of Model Aeronautics, United States Representative for the Federation Aeronautique Internationale, gave them a charter so they could participate in national and international meets.

"Prior to the club's sponsorship by the Harbor City Chamber of Commerce," Clark says, "model flying was dangerous and disheartening. Many of the models, built without proper guidance, crashed on the first attempt to fly. Under our rules; children must learn a basic knowledge of aerodynamics. As weekend barnstormers, we operate under typical Navy flight deck rules."

A boy starts as a Kiwi, a bird who doesn't fly, serving on the flight line as Stogie, Marshal, and Ringmaster until that thrilling day when he solos. He is now a Novice. After learning how to do wing-overs, outside and inside loops, he enters the company of Experts.

When he has placed or won in a monthly contest, he is eligible for election into the Expert ranks. From there, he goes into all fields, or a specialized field of flying. This includes radio control, precision control line, combat, aerobatic, stunt, or the highest award as a Barnstormer.

The careful indoctrination given these boys in designing, building and flying their own model aircraft paid off in the semi-finals at Santa Ana this year. Several members were finalists and competed in the nationals in Texas.

The club won trophies for second, third and fourth places in national combat flying. Jim Ivey Jr., placed second in Junior stunt, missing first place by half a point. Ivey also won other events such as first in Junior speed at 13.5 mph.

the Navy's ranking wartime combat officer, previously had announced his support of Proposition 4.

Oil Bill Backed By More Than 100 Wartime Leaders

More than 100 California wartime combat leaders—ranking Army, Navy, Air Force and Marine Corps men who led American forces in battle—to day pledged their support of Proposition 4, the Oil Conservation Act, as "a true and widely beneficial conservation measure, vitally important to the national security."

Spearheading the newly formed National Defense Committee for Proposition 4 are: General Omar N. Bradley, wartime commander in Europe of the First and Twelfth Armies and former Army chief of staff and chairman of the joint chiefs of staff, who said that the current Suez crisis "is a reminder of the imperative need of reducing our dependence on foreign oil."

General Holland M. "Howling Mad" Smith, USMC (retired), famed Marine commander of

the heroic island-hopping Fifth Amphibious Corps in the South Pacific: "America must maintain the greatest possible production of oil if we are going to make an aggressor nation think twice before attacking our homeland."

Lieut.-Gen. James H. "Jimmy" Doolittle, Air Force leader of the historic Tokyo bombers and later the mighty Eighth Air Force in Europe and the South Pacific: "The benefits of Proposition 4 to labor, to business, to the motorist, to all our people are obvious. But most important of all is the effect it will have on . . . the security of our nation."

Fleet Admiral Chester W. Nimitz, former commander-in-chief of the Pacific fleet and

Civic Group Schedules Installation

The North Torrance Civic Improvement association has announced it will install its newly elected officers on Thursday, October 4 at 8 p.m. The slate of officers taking over the direction of the activities of the association for the fiscal year 1956-57 is: John K. Kesson, president; John Crain, vice-president; Margaret Clark, secretary; Leroy Forsythe, treasurer; and Raymond Dumais, auditor. Meetings are held the first

Thursday of every month, at 8 p.m., at McMaster park hall, 3624 West 174th st.



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