

North American-Kansan

VOL. 7

FRIDAY, SEPTEMBER 17, 1943

NO. 2

Baby Born to Paul Faglers Gets \$850 From Employes

Virginia Ann Fagler, infant daughter of the late night recreation co-ordinator, Paul Fagler, and Mrs. Frances Fagler, formerly of Dept. 55, has \$850 in War Bonds today because friends of the Faglers at North American wanted to do something to show their sympathy when Fagler died Aug. 23.

Virginia Ann was born the day following her father's death. He had been ill only a week.

The Fagler sympathy fund, made up entirely of voluntary contributions, began as a lower fund but soon reached its present proportions as employes all over the plant sent in contributions.

Fagler came to North American from Wetmore, Kan., in January, 1942, and worked in the Production Control Dept. until he was made night recreation co-ordinator last April.

Army Band Will Play for Employes on Sept. 24 & 30

The Fort Leavenworth Army Post band is scheduled to play for North American employes in front of the flagpole between 11 and 12:40 o'clock Sept. 24, according to word received by the Recreation Dept. through the office of Lt. Col. Leo G. Schlegel, AAF Area Representative. The band will return on Sept. 30 to play an hour concert for night shift employes. The band has 33 pieces.

Credit Union Will Issue Bonds

When making commitments to house-to-house canvassers for War Bonds during the Third War Loan Drive, any employe may make the Credit Union the issuing agent, according to Jesse Mills, treasurer.

These pledges are sent to the Credit Union, which will issue the bonds.

A B-25 "Goes to Town" For Bond Drive

Once more a B-25 Mitchell bomber has taken the long trek through the streets of the two Kansas Cities to become the main attraction in a bond drive.

Last April a B-25 was moved through the streets for the first time. Tuesday another Mitchell went to Washington Square in the Union Station plaza to help sell bonds in the Third War Loan Drive.

Flight Test supervised the actual transportation of the ship through the streets. Maintenance, Methods and production departments worked together to get the bomber through the streets, get it placed in the square and attach its wings.

The ship was taken over the

New Bay Given "Major" Operation

A "major operation" was performed on the high bay east wall last week to establish a permanent entrance for B-25s to come from the flight ramp back on the production line for final company inspection after shortage parts have been installed.

With production at stake, the Methods and Maintenance men were informed Monday morning, Sept. 6, that B-25s would have to move out through the east wall by 7 o'clock Wednesday morning. The job was completed in 37 hours.

By 8 o'clock Monday night the Methods Dept. had completed plans for the operation and maintenance crews began taking out a section of the wall.

The problem was to make an opening large enough to take a B-25, with its 67-foot wingspread, through an opening between the main building columns, 50 feet apart. No major columns—which are supported by some of the biggest trusses in the United States—could be moved. It was necessary to design and construct a new truss to support wall and roof loads formerly carried on a minor column, which had to be moved.

During the first part of the operation removal of the wall covering as well as a 5-foot concrete "splinter" wall—the Methods Dept. redesigned a ramp to lead from the final as-



Daylight is let through the side of the new high bay. Maintenance crews are at work preparing an opening through which B-25s can move to and from a supplemental assembly line on the flight ramp.

sembly floor to the flight ramp. It had been designed as a concrete ramp, but the time element eliminated this plan because concrete has to have time to set. The ramp was redesigned in wood and built by maintenance crews.

While the maintenance men worked, a track was designed and constructed by which planes could be moved sideways through the opening. An electric winch was installed to pull B-25s from the flight ramp in-

side the building on to Dept. 42's final inspection line.

To make sure that the track system was correct and that a plane would not be damaged in moving it on the track a silhouette of a B-25 was made of wood with castors in the proper places. This was moved on the track and the track system was found to be satisfactory.



Many a Mitchell has flown over the Intercity viaduct. This is the second to go across on its wheels.

Inter-City Viaduct and via Broadway to Pershing road, and east on Pershing road to the square.

The Employment Office has "set up shop" at the scene to offer jobs to persons who come to admire the ship.

BUY BONDS