

# Army Helps Build B-25's

The Customer Works with NAA's Kansas City Staff  
To Get the Most Bombers Built in the Shortest Time

**N**EW EMPLOYEES at all aircraft plants are often puzzled by frequent references to the "Army office." Particularly is this true at government-owned factories such as North American's Kansas City bomber assembly plant. Just what, is their question, does the Army do in an aircraft plant?

The answer, in the case of the government-owned plants, is that the Army works in cooperation with the company

throughout the manufacturing operation to see that contracts for B-25D bombers are completed on schedule.

The Army office at Kansas City is not just one office; it is rather a series of offices throughout the entire plant. Under the command of Lieut. Col. L. G. Schlegel is a large staff of military and civilian personnel whose activities include inspection, auditing, accounting, plant protection, flight testing, and purchasing. By purchasing is meant the buying of B-25D's from North American.

The staff of the Army offices make sure that G.F.E. (government-furnished equipment: engines, propellers, instruments, and armament) keeps rolling into the huge plant on schedule. They inspect all other material and equipment received from subcontractors to be certain that all complies with government specifications.

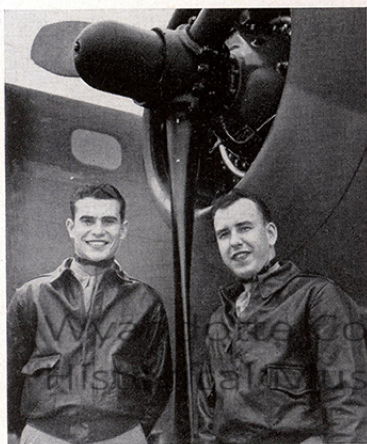
Constantly they check on production schedules and methods. Every part, sub-assembly, and master assembly is continuously under their scrutiny as it moves from the loading dock through long assembly lines to the flight ramp. And there, after the completed ship has been test flown by North American pilots, the Army test pilots take their turn at the controls for at least an hour.

## They Buy the Bombers

Finally, when the last "squawk" has been written off, they accept—their term is "purchase"—the bomber and turn it over to the Ferry Command for delivery to any one of a number of United Nations' fighting fronts.

All of this activity entails an immense amount of paper work. One must understand to appreciate the Kansas City situation (which is quite different from that at Inglewood or Dallas) that the land, buildings, and equipment—indeed, every lead pencil and the typewriter on which this is being written—are owned by the government. North American functions solely in the capacity of an agent, owning nothing but manufacturing and patent rights, yet managing the operation, within certain limitations, as though the plant were its own.

Consequently, the Army must carefully scrutinize items of expense and approve every capital expenditure to prevent any unintentional deviation from the letter of the law in carrying out



Above—Test pilots for the Army Air Forces at North American's Kansas plant are, left to right, Lieuts. Herbert Pochyla and Frank Lair. Pochyla, a Texan, is a recent graduate of Moore Field, Mission, Texas. Lair, a Kansan, is a graduate of Luke Field, Phoenix, Arizona.



At right—Selvy Mansell, Air Forces inspector, checks the welding on a B-25 landing gear.

Below—Mrs. L. G. Schlegel admires her husband's newly acquired silver lieutenant colonel's leaves. Col. Schlegel heads the Kansas City plant's Army office, and also has broader duties as area supervisor.

