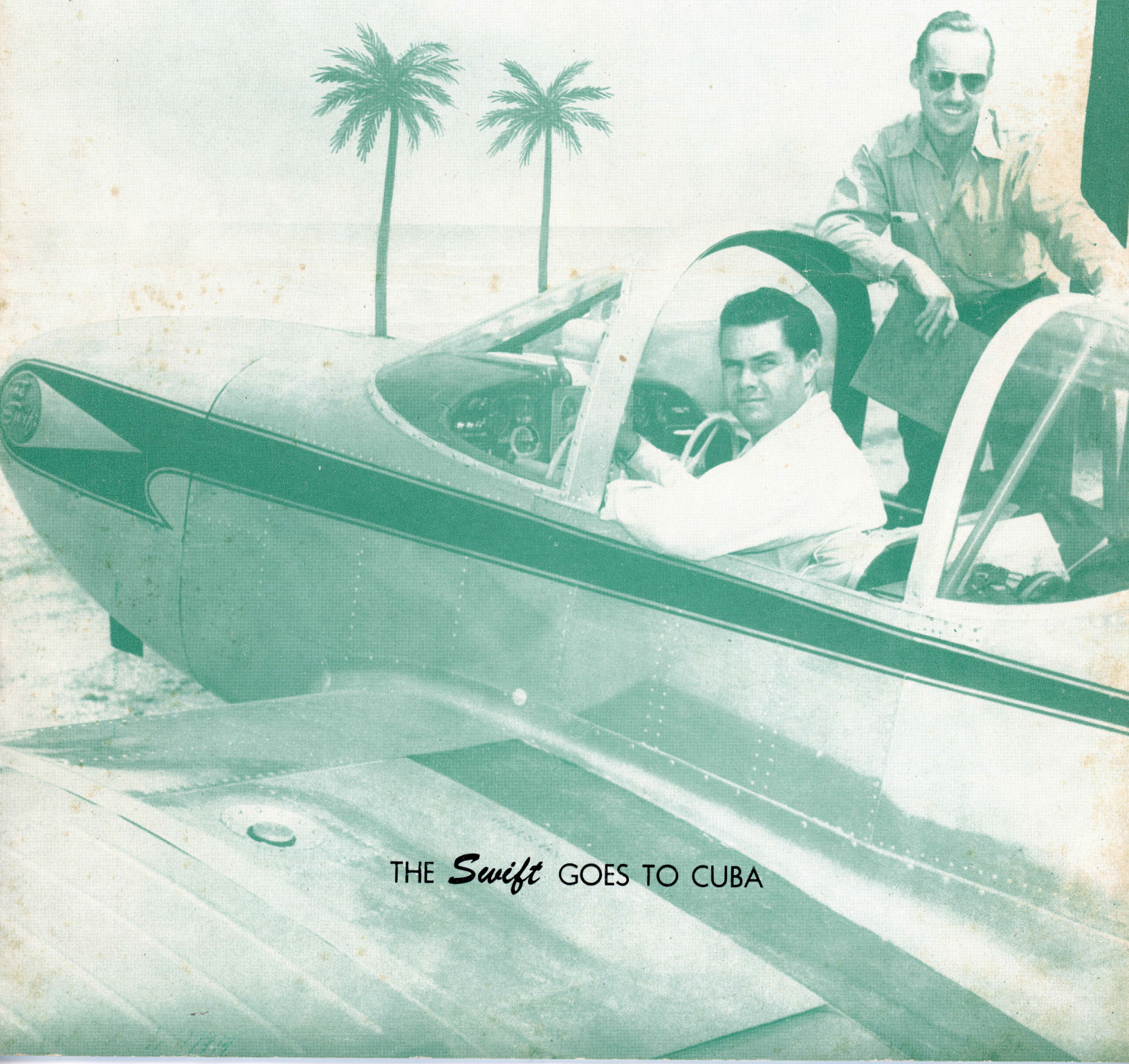


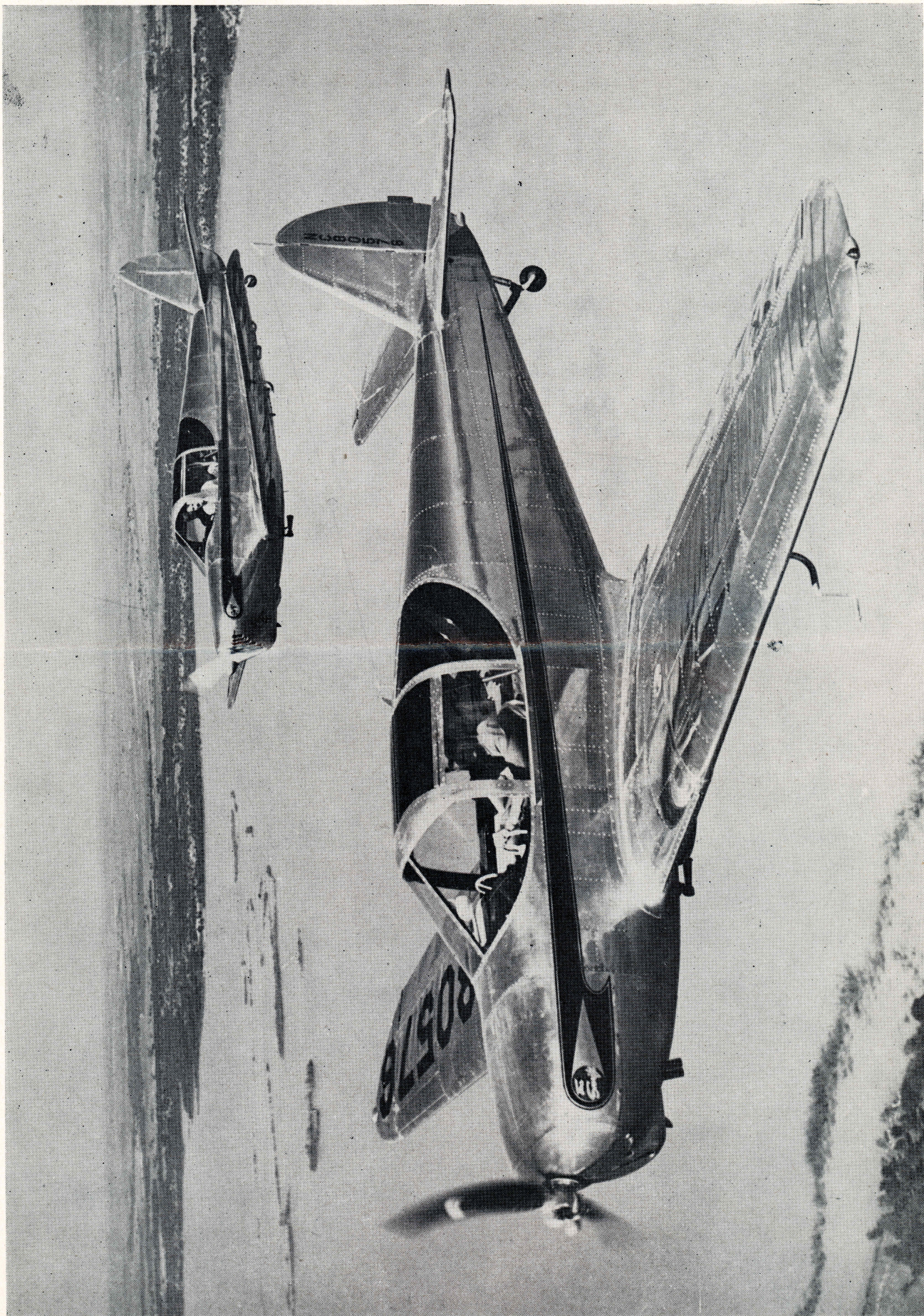
MAY, 1946

The Globe Beam

FORT WORTH
TEXAS



THE *Swift* GOES TO CUBA



FLIGHT OF THE SWIFT—Test flying Globe Swifts, these two all-metal beauties are shown in flight over Fort Worth's Eagle Mountain Lake. Pilot of the ship in the foreground is Maj. Don S. Gentile, famed war ace and now a division director of sales and service for Globe. Ted Yarbrough, Globe's chief test pilot, is at the controls of the other Swift.

—Aerial Photo by D. B. Greene, Globe cameraman.



Building for the Future

LOOKING AHEAD for what the years to come might possibly hold for each of us, it might be well to take a few minutes for serious thoughts along this line, for self-analysis—to stand inspection, so to speak—to determine just how we measure up to the standards all of us know are necessary for progress.

Perhaps you have been worrying about the future. Arthur Somers Roche once wrote that "Worry is a thin stream of fear trickling through the mind. If encouraged it cuts a channel into which all other thoughts are drained."

Let's not worry about the future. Instead, let us plan for it, and then apply ourselves diligently to that plan to see that it works.

These are testing times we are living in, but that is nothing new in America. Every generation of Americans has been tested, and so far each generation has met that test. In our darkest hours, whether in war or in peace, leaders have emerged to guide us through to success.

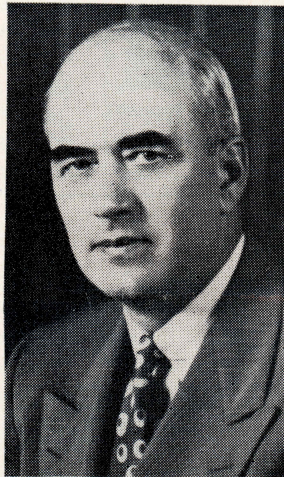
Triumph over tribulations—that has been the American success story all along the way, and it works all the way up and down the line.

Much has been accomplished in America, but there remains much more to be done. Working together, we can accomplish our share of the over-all achievement. Each of us has a job to do, a responsibility to meet, and if we apply ourselves fully then our future welfare is assured.

Our success at whatever task we are assigned, however, is certain to be measured by the skill with which we execute the assignment, and by the standards we apply in our daily living.

President

This is a land of opportunity where a family can progress in one generation from a plain cabin to a cabin plane.



JOHN KENNEDY



THE GLOBE BEAM

Is Published By

THE GLOBE AIRCRAFT CORPORATION
PUBLIC RELATIONS DIVISION

C. L. RICHHART, EDITOR

D. B. GREENE, PHOTOGRAPHER

A publication of the Globe Aircraft Corporation of Fort Worth, Texas. Address all communications to Globe Beam, Globe Aircraft Corporation, Fort Worth 6, Texas. Cable Address, Globair.

Vol. V, No. 3

May, 1946

CONTENTS

	Page
The Swift Goes to Cuba.....	Cover
Building For the Future.....	3
Air-Minded Rancher Chooses the Swift.....	4
Industrial Writers Visit Globe Plant.....	5
Tale-Winds	9
Globe Hall of Honor.....	12
Looking Inside Globe.....	11-15

THE COVER

THE SWIFT GOES TO CUBA—The Globe Aircraft distributor for Cuba, Roberto Cardenas, director of the Aviation Division of the Carmar Commercial Co., Havana, Cuba, reports much interest among Cubans in the Swift. On the cover of this issue Cardenas is shown in the Swift, and standing on the wing is Manuel Gonzales, pilot. They flew the Swift to Miami, Fla., and then over the Gulf of Mexico to Havana.

GLOBE AIRCRAFT CORPORATION FORT WORTH, TEXAS

John Kennedy, President

Norman Nicholson, vice president; C. R. Starnes, vice president; K. H. Knox, vice president and chief engineer; Jack Steppe, vice president in charge of production; William G. Fuller and John Shirkey, assistant vice presidents; Willard Nelson, secretary; N. N. Oille, treasurer; Elley N. Ratliff, assistant secretary-treasurer.

Air-Minded Rancher

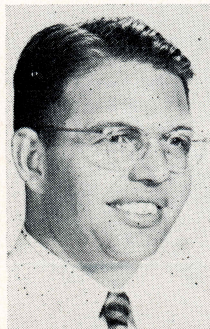
... CHOOSES THE GLOBE SWIFT

(Editor's Note: This story of an air-minded rancher and his flying daughters appeared in the Fort Worth Press on May 6. Mr. Worthington and his daughters have had high praise for the performance of their Globe Swift. The headlines are our own.)

By Bill Durham
Press Regional Editor

JACKSBORO, May 6 — Jack Worthington learned to fly so she needed an airplane. Rancher L. A. Worthington isn't a man to let his daughter go around needing something so he bought her a plane, a Globe Swift. Naturally, an airplane's no good if you haven't a place to land it so Mr. Worthington decided he might as well build a couple of 3000-foot airstrips.

Two 3000-foot airstrips aren't a drop in the bucket when you have 10,000 acres to choose from.



BILL DURHAM

Now that the airstrips are almost complete Mr. Worthington has decided that he'll build a couple of hangars, put in some gas pumps and open an airport . . . Jacksboro doesn't have one anyhow.

Linford Worthington isn't a man who does thing in a small way.

During the war he has built a rodeo arena which is as good as the best in the country. It is lighted and every Sunday last summer there was a rodeo on the Worthington West Fork Ranch . . . all free to those who wanted to come.

Rodeos This Summer

The rodeos will continue this summer and a grand opening has been planned for the arena. Mr. Worthington is expecting flying rodeo enthusiasts to use his airport to land their planes when they come to see the action.

The Worthingtons have three daughters, Ada, Mary Alice and Jack.

All are graduates of TSCW, are real daughters of the West.

Jack has become well known on the rodeo circuits for the rides she performs on the bareback broncs and Brahma bulls. She never misses a rodeo and has been riding recently in the Sunday shows at the North Side Arena in Fort Worth.

Mr. Worthington says Jack is the boy of the family.

"She was three years old when I took her to town, got her a boy's haircut and bought her a boy's outfit. She's never changed it.

"Needless to say, her mother was just a bit unhappy when I brought her home," he says.

A couple of days ago, Jack was cutting didoes in the air as she tried out a new plane which Oran Crouch of Denton, who taught her to fly, had brought to Jacksboro to test out the new runways.

The Worthington ranch now has 1800 Hereford cattle left after this year's sales, Mr. Worthington said, and the grass has never been finer.

18 Lakes on Ranch

There are 18 lakes on the ranch, all stocked with fish, and every week-end brings fishermen from Dallas and Fort Worth, who make some good catches, Mr. Worthington says.

He took over the ranch 30 years ago and began his improvements. Now it's one of the finest in this section and the beautiful ranch house, surrounded by trees, is the center of ranch life.

The girls play and sing for the folks in the living room where Mary Alice's horse collection fills every corner except for one small case where Mrs. Worthington has a collection of perfumes.

The Worthingtons live a good, full life and are a real western family as they sit around the living room and Jack and Mary Alice play the mandolin and guitar, singing . . .

"It's great to be alive on West Fork Ranch . . ."

SOLD ON SWIFT—L. A. Worthington, center, Jack County, Texas, rancher, and two of his daughters, shown beside the Globe Swift during their visit to the Southwestern Exposition and Fat Stock Show in March. The girls are Mary, 18, left, and Jackie, 21. Both girls know their way around the ranch and often ride in rodeos.



Industrial Writers Visit Globe Plant

(Selected as representative of the stories written by the industrial writers after their tour of the Southwest is this article on Fort Worth by George Ericson of the Christian Science Monitor, authoritative and world famous newspaper.)

By George Ericson

Editor of the Financial Pages of the Christian Science Monitor

FORT WORTH, Texas, April 26—The spirit of enterprise is nowhere better exemplified than in this ebullient city "where the West begins." One shake of the composite hand of its Chamber of Commerce or of its official or city leaders, and you are made aware that hospitality here is second to none and pride of accomplishment is well up in front.

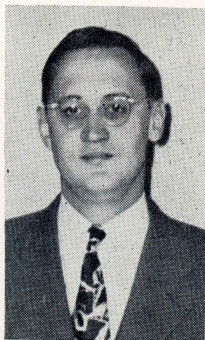
Established as a camp in 1849, and incorporated as a city in 1875, this metropolitan center of about 300,000 today is the epitome of the hustling American community that is out to record many more "firsts" before its 100th anniversary.

The 47 newspapermen from the East and Northeast making a rapid survey of the Southwest's progress and industrial possibilities were not only impressed by the big business and banking institutions, by the stockyards, oil wells, refineries, cotton fields, and chemical plants on every side but by the skyscrapers, the array of parks, the many institutions of higher learning, the art museums and libraries and the numerous churches (Fort Worth has 220; count 'em). The Easterner's surprise at the Southwest's cosmopolitanism is, of course, but a naive reflection of a fast-fading provincialism.

What did this observer learn among other eye-openers about this dynamic area? First in immediate interest is the building situation. On the heels of the city's greatest period of building, \$8,000,000 in three months, there is now planned the expenditure of \$4,500,000 in

WRITERS SEE GLOBE PRODUCTION LINE

ONE OF THE FEW plants where the party of industrial writers were given an inside view during their hurried tour of



CHAS. BOATNER

representative on the writers' tour of Southwest industries was Charles K. Boatner, staff writer for the Fort Worth Star-Telegram and former war correspondent for that newspaper in the Pacific.

The management of Globe Aircraft would like to express its appreciation to the Missouri-Kansas-Texas Railway and the Fort Worth Chamber of Commerce for including the Globe plant on the Fort Worth tour and allowing time for the writers to see our production facilities.

The writers made their tour here in chartered buses. Gene Murray, Jim McKeegan, Mel Dunham and Globe public relations representatives were on hand to answer questions of the newsmen on their visit to Plant 2, Globe representatives also were guests at the buffet dinner and informal program for the writers that evening at Hotel Texas.

Fort Worth industries was Globe Aircraft's Plant 2, where they saw the production line for the SWIFT and the Globe Modification Center, where aircraft formerly used by the Army is being converted for commercial operation.

Fort Worth's representative on the writers' tour

major industrial projects and \$5,000,000 in smaller buildings, according to Harold S. Foster, manager of the industrial department of the Fort Worth Chamber of Commerce.

Construction is subject, of course, to housing and building restrictions which hamper the program here as elsewhere, but nevertheless some 1,000 houses are now under construction, with 3,500 more

immediately needed. Since 1940, upward of 9,000 homes have been built here, 2,000 of them under the FHA. The "black market" is reported getting the first pick of the available lumber.

While Fort Worth is the fourth largest city in Texas, it is first in grain and cattle dealings and is now firmly entrenched as an aircraft center. The mile-long, \$43,000,000 Consolidated-Vultee plant west of the city, Texas' largest

• Continued on Page 6

SOUTHWEST TOURISTS—Newspaper and magazine writers who recently toured the Southwest on a Missouri-Kansas-Texas special train and their M-K-T hosts wearing Shady Oak hats presented by Amon Carter when the 2,000-mile tour ended at Fort Worth. Left to right, first row, William McKee Gillingham, Business Week, New York; Claude Easterly, Denison Herald Richey Cring, Katy public relations director; Guy Rockwell, Cleveland Plain Dealer; Walter Vonderlieth, New York Financial World; James Mulroy, Chicago Sun; John W. Love, Cleveland Press; Claude V. Talbot, Cleveland News; George Ericson, Christian Science Monitor, Boston; Mayor Roscoe Carnrike of Fort Worth; Stuart McGregor, Dallas News; Scotty Masterson, Katy advertising director; and Clyde M. Reed Jr., Parsons, Kan., Sun. Second row, W. A. Brandon, St. Louis advertising executive; A. W. Herr, Katy passenger agent in Fort Worth; Henry R. Lamar, Business Week, New York; Henry Landman, Fort Worth Katy official; Dave Park, St. Louis INS bureau manager; Jesse Cole, Katy passenger agent, St. Louis; Perry Pettit, Detroit Free Press; Frank Angelo, Detroit News; Sam Wood, Waco News-Tribune; Morris Moore, Oklahoma City Times; Walter Humphrey, editor, Fort Worth Press; L. M. Stuart, assistant to the president of the Katy, and Victor Eubank, AP Wall Street editor. Third row, Hal Parker, Universal Newsreel photographer, St. Louis; Harry Tate, M-K-T public relations department; Harman Nichols, UP manager, St. Louis; Carlton A. Shively, New York Sun; Elmer C. Walzer, UP Wall Street editor; Harry Wilson, St. Louis Globe-Democrat; Carter; J. H. Carmical, New York Times; David Dillman, Chicago Journal of Commerce; Foster Eaton, St. Louis Star-Times; T. C. Mabry, Dallas Katy official; Herman Seeley, Chicago Daily News; and Homer Covey, Fort Worth Chamber of Commerce president.





BIRDS OF A FEATHER—And flocked together above are eleven Globe SWIFTS lined up in front of the plant's new flight hangar, now near completion. The planes were in the final flight test stage when the picture was made, and since have been delivered to distributors.



AIR VIEW OF GLOBE PLANT—The air view below shows the main assembly building and a part of the other facilities of Globe Aircraft's Plant 2 as it appeared when Globe was building twin-engined trainer planes for the Army during World War II. The planes are lined up on the taxi strip and a part of the landing field of the Globe airport. Globe has erected a number of buildings at this plant since this picture was made, including metal treatment, drop hammer, tooling, maintenance and paint shops and flight hangar.



INDUSTRIAL WRITERS

• Continued From Page 5

single manufacturing establishment, is working on a contract for the Government that will require three more years for completion. It is producing the giant 204 troop-carrying B-36 bomber and the working force is now 6,100, against a peak of 33,000. This plant turned out more than 3,000 B-24 Liberators, four-engined C-87 Liberator transports and B-32 Dominators for the war.

Visit Plane Plant

The newspapermen also visited the busy Globe Aircraft plant, which is aiming at an output of 4,000 Swifts this

year and has \$18,000,000 on its order books. Two others, the Johnson Aircraft and Eaglecraft Company, are now going into production.

On special busses chartered by the Katy Railroad, sponsors of the newspapermen's tour, the group visited the stockyards, one of the city's big industries employing over 6,000 in five plants, the annual value of whose products total about \$80,000,000, making it the most important livestock marketing and processing center south of Kansas City. In the last two years, Fort Worth has become the world's largest market. Pens of the Fort Worth Stock Yards Company have a capacity of 91,000 head.

Impressive at this time of food shortages abroad were the three large flour mills which have a daily capacity of 8,500 barrels of flour and 1,500 barrels of corn meal, much of which is shipped abroad. There are 16 grain elevators here also which have a combined capacity of 23,500,000 bushels.

Many Industries

Glimpses were afforded of the oil refining district, where are located the refineries of Magnolia, Sinclair, Gulf, and Premier companies, with combined capacity of 37,000 barrels daily.

Passing in quick review were steel plants, food processing and canning factories, cloth manufacturing firms (the



FLEW SWIFT HOME—Anthony and Maxine Riccio of Gardenville, N. Y., were recent visitors at the Globe Aircraft plant, where they took delivery of a new Swift and flew it home, with their pet cat as a purring passenger. Mr. and Mrs. Anthony, both fliers, operate Buffalo Air-Park, Inc., distributor for the Swift in western New York State. Mrs. Riccio is a former Texan, from Uvalde.



WANT TO FLY—Capt. Karl Kern and his wife, having a view of the Globe Swift here with Flying Salesman Emmett Cook, want to do a lot of flying later. Their home is at Crawfordsville, Ind., near Indianapolis, but he was stationed at Camp Hood, Texas, when he and Mrs. Kern saw the Swift at the Southwestern Exposition and Fat Stock Show. Kern was a pilot in the ETO.

city is one of the South's largest producers of clothing), candy plants which make some of the nation's most popular brands, trailer plants of which Fort Worth has five engaged in farm trailer coach building, farm machinery concerns and numerous others producing cement, soap, furniture, boots, chemicals, cottonseed products, roofing, rubber goods, gauges, plastics, and peanut products.

Taking into consideration Fort Worth's excellent distribution facilities, the nine trunk line railroads entering the city, three major air lines, its scores of hotels, its many theaters, its large banks, its 40 square miles of artificial lakes formed as a result of water conservation and flood control project, its 10,432 acres of parks, its 100,000 acres of nearby vegetable farms, its big, colorful Army, Air and Marine base—the observer gains the conviction that here is an integrated city,

headed for a glowing future of magnificent proportions. The wearers of those 10gallon hats know that they are "citizens of no mean city."

AS OTHERS SEE US

The preceding article by George Ericson is a splendid word picture of Fort Worth as an industrial center, and since these nice things are being said by someone else, we thought Globe employees, stockholders and others who received the Globe Beam would like to read it. The article by Bill Durham on the Jack County rancher also was reprinted for the reason that many of our readers might not have had the opportunity to see it otherwise. It will be our policy from time to time to reprint such articles when we feel that they are of particular interest to Beam readers.



Maj. N.S.R. Bjarnholt

ON A TOUR of the United States to observe maintenance and supply methods on Army Air Force stations, Maj. N.S.R.

Bjarnholt of the Royal Swedish Air Force, Stockholm, Sweden, visited Globe Aircraft recently, inspected the plant and flew the Globe SWIFT.

Recently assigned to the post of Assistant Air Inspector of the Swedish C.A.A., Major Bjarnholt came to Globe as a result of his friendship with Count Diedric Cronstedt, Globe distributor in Sweden, and Gunnar Larsson, who was a representative at Globe for the Swedish Intercontinental Airlines when Globe was converting C-53 transports for the Swedish concern.

A BRITISH VISITOR at Globe Aircraft recently was Eric Sanders, managing director of Helliwells, Ltd. Old Town, Stratford-On-Avon, a manufacturing concern in business half a century, and which built major components for bombers and modified North American and Harvard aircraft during the war.

Sanders has supervision over five plants of the concern, now converting to commercial production of aircraft. A former flier, Sanders directed more than 7,000 employees in gruelling 24-hour-a-day "blackout" shifts to keep production rolling during the long years of the war.

A native of Birmingham, England, Sanders has been in aircraft since 1934. He remarked that the greatest tonic for England during the "Battle of Britain" was when the British people knew Amer-



Eric Sanders

ican equipment had arrived and they could see loads of it rolling along the country lanes.

On his first visit to the United States, Sanders said he had gained much by his visits to American manufacturing plants and hoped to come back for a longer visit later.



EARLY BIRD REUNION—A distinguished gathering of those men who risked their lives and invested time and money in the early development of flying are pictured below as they assembled by Globe Aircraft's SWIFT exhibit at the National Aviation Show at New York City in April. Displaying their banner and shown with some of their friends is a group of Early Birds (all who flew prior to Dec. 17, 1916). Left to right, Mortimer F. Bates (EB), Brooklyn, N. Y.; Mortimer F. Bates Jr., Brooklyn; E. N. Pickerill (EB), Mineola, Long Island, N.Y.; Frank Schober (EB), Englewood, N.J.; George F. Russell (EB), Richmond Hill, N.Y.; W. G. Fuller (EB), Globe Aircraft assistant vice president, Fort Worth, Texas; Horace Keane (EB), New York; Thomas E. Steptoe (EB), Mamaroneck, N.Y.; Maj. Augustus Post (EB treasurer), greeting Fuller, New York City; Roland Rohlf (EB), Forest Hills, N. Y.; Everett Dail Church (EB), New York; Blanche Hoff, F. A. Williams, Bey Martha Husni and Fred Bell, all of New York. Early Bird members are indicated with parenthetical EB.

TaleWINDS

From Here and Yonder—Shooting Breeze About the SWIFT

S. F. KRANTZ, Omaha, Neb.: "We are enjoying the SWIFT very much and everyone that has a ride really thinks that the SWIFT is the only airplane in the small airplane field of today."

* * *

CARL OGDEN, Cincinnati, Ohio: "The SWIFT should become the best-selling plane in the Middle West."

* * *

LOU GROSS, Toledo, Ohio: "We are back in Toledo and everything is okay. Our Swift is sans 'squawks' and we are booking orders right and left."

* * *

R. M. MEGORDEN, Charlotte, N. C.: "I can not say too much relative to the wonderful performance of the new SWIFT of which I recently took delivery. I am mailing you a detailed report of my flight in the SWIFT."

* * *

AL W. RICCIO, Gardenville, N.Y.: "The SWIFT has been welcomed here with much enthusiasm. People from near and far have turned out to see it. All of the dealers are sold completely and are crying for more ships."

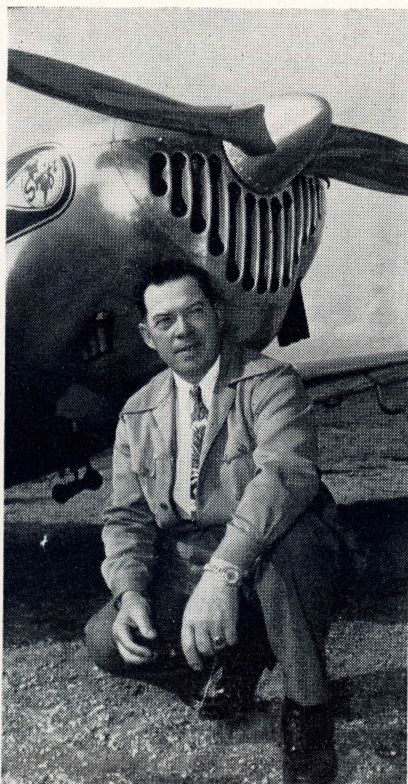
* * *

F. A. BUCHANAN, Atlanta, Ga.: "The writer arrived in Atlanta from Fort Worth without mishap, and wishes to state that the SWIFT certainly is a swell little airplane."

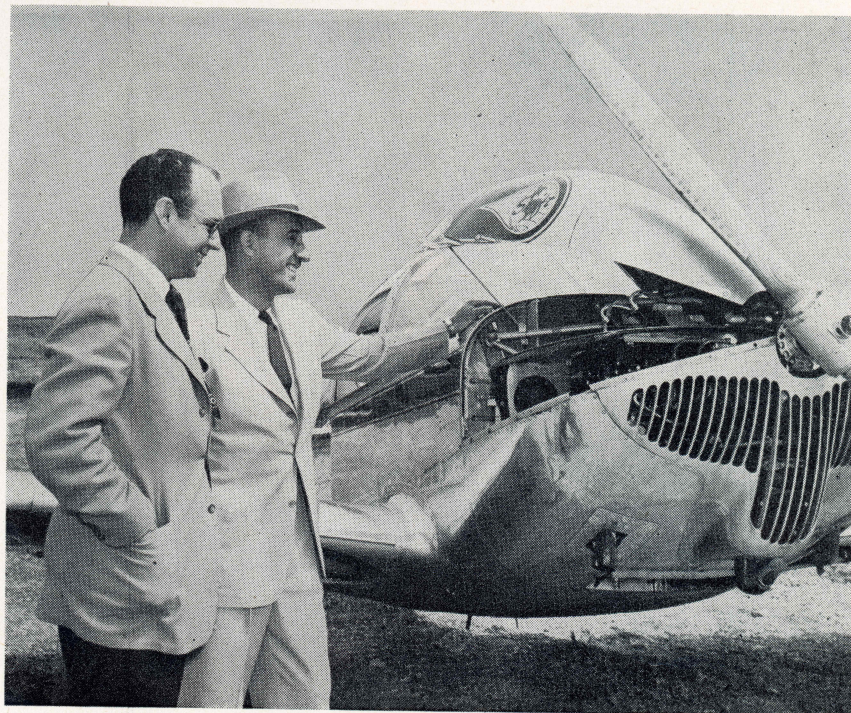
* * *

W. F. (BILL) LONG, Indianapolis, Ind.: "I would like to commend highly the engineering and designing staff of Globe Aircraft on the general construction of the SWIFT, its landing gear and general aircraft characteristics. One spot I had to set it down in was 400 feet long (I paced the distance) and was covered with boulders, gopher holes and shale rock, the dirt having been washed away. There were several gullies from six inches to one foot deep and the whole area was surrounded by oil wells and their associated towers, guy wires and miscellaneous equipment. I used not more than half the area for landing, with no damage. I got off with flaps, not using over 200 feet of the available space, and had a good 50 feet altitude at the drop-off (vertical) at the end of my available take-off space. I can truthfully say, in 18 years of flying experience I have never had such performance at my disposal in a light, medium or heavy aircraft. The SWIFT has what it takes to get in and get out, to get going and keep going when the going gets tough."

PRAISES PERFORMANCE—Having a look at the power plant of the Swift at the right are Thad Ryan, right, Globe distributor at Jackson, Miss., and Globe Sales Director Joe Howell. Thad is high in his praise of the airplane's performance. He operates Ryan Aeronautical Supply at Jackson, Meridian and Canton.



NEBRASKA BOOSTER—Steve Krantz, Globe Swift distributor at Omaha, Neb., is one of the strongest boosters for this Texas-built personal plane. This picture of Steve beside the Swift was made when he visited the Globe plant at Fort Worth recently. He says the orders for Swifts still are rolling in and that everybody wants to go flying in the plane.



GLOBE REPRESENTATIVES ATTEND DEDICATION OF AIRPORT AT MONTERREY

The export department and sales division of Globe Aircraft had representation April 28-29 at Monterrey, Mexico, for the dedication and formal opening there of the civilian airport, Parque Anahuac.

The ceremonies, sponsored by the Club Aereo de Monterrey, were attended by more than three hundred private pilots from the United States and eighty planes were flown there for the occasion.

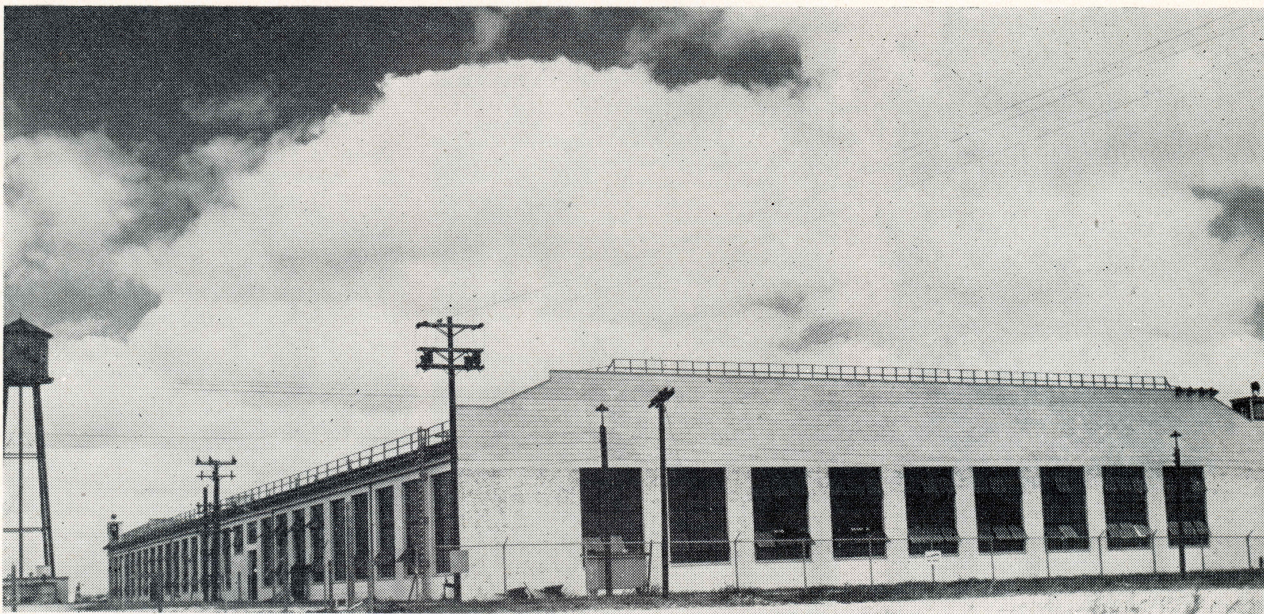
Maj. Don Gentile, noted ace of World War II and now division director of sales and service at Globe, and W. A. Wareing of export department, represented Globe at the ceremonies.

The dedication address was made by Governor Arturo V. de la Garza of Nuevo Leon. The host club is headed by Senor Federico Ferrarar, president.

Globe's representatives gave a demonstration of formation flying with Swifts.

The Swift distributor at Monterrey is Roberto Zambrano. Roy Arledge of Stamford, Texas, president of the Texas Private Flyers Association and official representative of Governor Coke Stevenson at the ceremonies, invited Mexican fliers to attend the annual convention of the TPFA, Aug. 24-25, at San Antonio.

A genius is a man who shoots at something no one else can see and hits it!



GLOBE FACILITIES NOW COMPLETELY CONVERTED AS PEACETIME PLANT

With the purchase by Globe Aircraft of its main assembly building from the RFC authorized by the War Assets Corporation, facilities of the plant now are completely converted for peacetime operations.

The assembly building was erected to serve the plant in carrying out its wartime job of building twin-engined trainer planes for the Army Air Forces and modifying other trainers for the Army.

The building now has been converted to production of Globe's all-metal personal plane, the Swift. This building, together with other facilities owned and operated by the company, represents an outlay of approximately \$1,000,000.

Globe now has more than 250,000 square feet of floor space in use, including buildings for administrative, engineering, tool design and manufacturing, drop hammer and heat treating purposes, and its paint and flight hangars and modification section.

Liberty is one thing you can not have unless you give it to others.

IT WAS HIS IDEA—The hub cap name plate which adorns the landing wheels of Globe Swifts was the suggestion of Roy Eichstaedt, Globe distributor at Knox, Ind. He is shown at right holding one of the hub plates and kneeling beside a Swift wheel with one in place. Eichstaedt reports many favorable customer reactions after showings of the Swift.

SWIFT INCUBATOR—Main assembly building at Globe Aircraft where SWIFTS are hatching daily on the production line. Globe's purchase of the building, used by Globe during World War II for the production of twin-engined trainers, has been approved by the War Assets Corporation, providing for complete conversion of plant facilities for commercial operations.



LOOKING *inside* GLOBE

PLANT SIX NEWS

C. E. Johnson, foreman in Department 213-6 is back after an absence caused by a tonsillectomy.

Fannie Mae Rutherford, Department 151, and E. J. (Eddie) Mikeska, formerly the foreman of Department 213-6, will be missed at Plant 6. Both were transferred to Plant 2.

With the crew of Leadman J. C. Kemper two weeks ahead of schedule on flaps and the workers under Leadman L. C. Phillips more than two weeks ahead of schedule on ailerons, no wonder production of C-82 components is on the increase.

Leo Oates is looking forward to moving into his new home in West Cliff.

FINANCE DEPARTMENT

Geneva Chandler flew to San Francisco with her daughter, Joy Lee Chandler, who was married April 30th at the Portal Hurst Church there to Lt. (jg) Robert Dale Fisher of Fort Worth. Lieutenant Fisher is stationed at Hunter's Point.

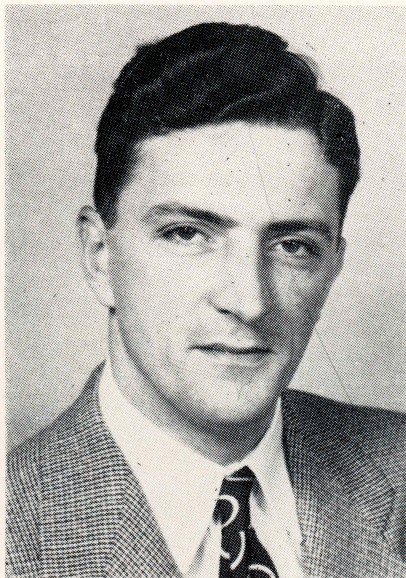
Welcome to Mr. H. E. Partch, now in this department. He will supervise insurance, taxes,, credit information and special reports.

Also, we are glad to have Elsie Shannon with us. Yep, that was OUR Elsie who pitched a four-hitter recently for the Globettes to beat the San Jacinto Printers of Houston.

Al Gross, Globe safety engineer, has received commendation from the State Council for the safety program throughout our plant.

L. T. Harris, who recently broke into public print as the new secretary-treasurer of a Dad's Club, now is really bidding for fame. After turning down an "offer" from the Mexican League, Lou has signed up with the Accounting Department's softball team for a consideration of one peso a year. And he blasted a homer and two doubles in the first game. He'll probably hold out for TWO pesos next season.

Mr. and Mrs. Elley Ratliff are mighty happy these days with their son, Clark Ratliff, home from the Navy. Clark, with a Motor Machinist's Mate 3/c rating, served two years in the Pacific. Mr. Kennedy made Clark an honorary sales emissary for Globe in the Pacific and he reported much interest in the Swift among Navy men. A former employee at Plant 6, Clark plans to enter the University of Texas next Fall. Clark was 21 on April 26th.



James J. McKeegan

NEW BUDGET OFFICER at Globe Aircraft is James J. McKeegan, a newcomer to the company who was advanced to the budget post from the customer service department. He succeeded Bennie L. Farner, who resigned to accept a position in San Antonio.

McKeegan, who hails from Philadelphia, Pa., came with Globe in March from the Army Air Forces. A lieutenant colonel, he was stationed at Wright Field, Dayton, Ohio, and was chief of the Aircraft Section, Supply Division, Air Technical Service Command, when he left the service.

He is a graduate of LaSalle College and had one year's post graduate work at the University of Pennsylvania. An all-round athlete at LaSalle, he played on their noted basketball team. Still fond of all sports, he is participating now in the inter-plant softball contests. Mrs. McKeegan and their two-year-old daughter will move here from Philadelphia as soon as their new home is completed.

TOOL CRIB 180

Could it be Spring fever or just an extra urge for house cleaning that brought on all of the dusting recently in this department.

Welcome to a new department employee, L. G. Maddox. Jack White suggests that everyone plant a flower garden this year. Ask him for the details. Back from another outing is Horace Spaulding, Tool Crib attendant at Plant 6.

MATERIAL CONTROL—153

Spring and fishing seem to go hand in hand, and the fish stories are plentiful hereabouts. It looked like a department reunion on a recent weekend out at the Ten-Mile Bridge. Those sun-baked noses are revealing as to the fishermen. Take Fran Schmale, for example.

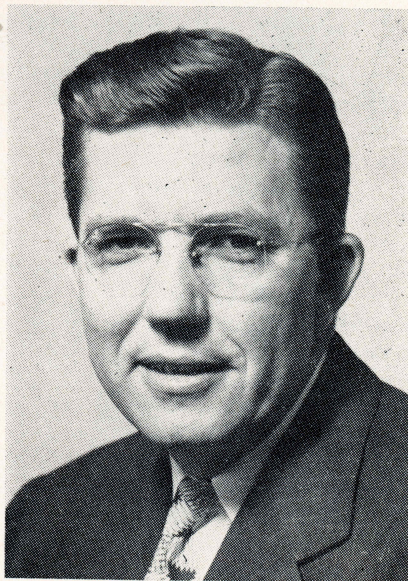
Luther Harris and Eddie Danks are our candidates for the championship in composing long procedures. They make a high-gear team in the race to keep everybody going in high.

Back with us again is Mrs. Thorpe, whose wrist was broken in a fall. Welcome to Messrs. Alvin, Clark, Martin and Thompson, new employees. C. L. Woolsey is on vacation. Eddie Danks has moved his family from Dallas to Fort Worth.

LaDelle Hart would like to hear from friends at the plant. Send her mail to Mansfield, Box 243. It will be some time yet before she will be able to come back to work.

DEPARTMENT 152

Lynn B. Montgomery, planner in Department 152, is the proud father of a son born March 21 at San Antonio. He is pleased with the work of the stork and likes being a civilian again, too, after terminating his service recently as a commissioned officer in the Navy.



Stanley E. McCormick

INTRODUCING—Stanley E. McCormick of Customer Service, who came with Globe Aircraft in September, 1945. Stan hails from Dallas, is a graduate of Indiana University, is married and has a two-year-old son.

GLOBE AIRCRAFT



Browning E. Roberts

BROWNING E. ROBERTS, Supervisor of Inspection, is a native of Missouri (you gotta SHOW him). He came to Texas with his parents as a youngster and attended grade and high school at San Antonio.

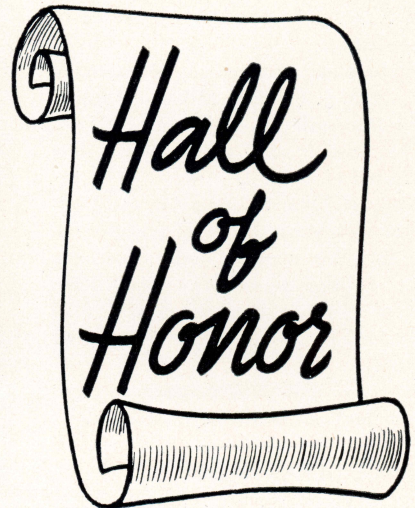
Roberts studied mechanical engineering at Texas A. & M. College for two years, went to work for the Leversedge Construction Co., Omaha, Neb., and then enlisted in the Army in July, 1917. He served with the Second Engineers, Second Division, during World War I. A master engineer, senior grade, he spent 21 months overseas and received his discharge in July, 1919.

After the war he worked for the Freeborn Construction Co., Kansas City, and followed construction and machine installation throughout the United States until World War II when he went with Lozier, Broderick and Gordon, engineers, building the powder plant at DeSoto, Kan. Roberts was chief inspector in the mechanical engineering division for two years.

Roberts came with Globe on November 15, 1943, as inspector in outside production. He is vice commander of Globe Post No. 510, American Legion, and is a member of the Globe Foremen's Club. "Brownie," as his friends call him, and his wife, Mrs. Beulah Francis "Boots" Roberts, reside at 1002 University Drive. Brownie's favorite diversions are bridge and checkers.

"I'd like to say that we have one of the finest bunches of men, and that Globe is one of the finest places to work that I know about anywhere," Roberts said.

◆
For
distinguished
service to their
company, two
more Globe
Aircraft
employees
have
been awarded
certificates of
merit and
Globe
wings.
◆



VERNON E. ADAMS, Superintendent of Maintenance, was born and reared in Erath County, Texas, near Stephenville. His parents, Mr. and Mrs. Walter Adams, reside at 3006 Decatur Avenue. Vernon and his wife, Evelyn, reside at 3305 Old Denton Road.

• See Next Page



Vernon E. Adams

HALL OF HONOR

• From Preceding Page

Adams came to Fort Worth when he was 12 years old. His first job was with the old Waggoner Refining Co., then with the Mel Faulk Oil Co. Afterward he worked for the Temple Grain & Hay Co., then went with the Tarlton-McDonald Construction Co. at Neosho, Mo.

Returning to Fort Worth in 1942, Adams went to work for Globe Aircraft in September of that year, in general maintenance. Later he was made foreman of Maintenance at Plant 6, and in the Spring of 1944 he was advanced to general foreman of Maintenance.

Adams was promoted to Superintendent of Maintenance in June, 1945. With all of the expansion and repairing at Globe plants during the last four years, Vernon has had plenty to occupy his time.

Asked about his favorite diversion, Vernon said he likes to go to his uncle's ranch near Stephenville and ride horses, but that he rarely gets the opportunity. For a fellow who is handy with tools, there usually are plenty of things waiting for him to do at home when he gets through at the plant.

"I feel so much at home at Globe that I hope to make myself useful around here the rest of my days," Adams said.

GLOBE FIRE BRIGADE PERSONNEL SELECTED

Announcement of the personnel and supervision for the Globe Fire Brigade was made recently by Al Gross, safety engineer.

The group now has been trained to meet any emergency on the properties, and will head up a program of fire prevention as well as control.

E. A. Addington of Plant Protection is the fire chief, and J. G. Pearce of Sheet Metal, assistant chief. Preston Wright of Flight is an assistant chief and crash specialist. R. R. Myrick of Maintenance is a captain and A. M. Powell is a crash specialist captain. Lieutenants are G. E. Hukill of Final Assembly and R. W. Wills of Foundry and Processing.

Firemen are J. M. Nichols of Paint Shop, C. E. Yarnell of Flight, W. J. Harris of Sheet Metal, C. M. Duncan of Sub-Assembly, H. J. Arnold of Tool Manufacturing, A. S. Hill of Maintenance,



REWARDED FOR SUGGESTIONS—Latest winners in the Globe Aircraft suggestion contest receiving awards from Joe Campbell (extreme right), plant superintendent, while E. F. Hafley (third from right, leadman in Machine Shop, and J. D. Goodwin (second from right), Sheet Metal foreman, look on. The winners, left to right, are C. M. Piercy and W. T. Henderson, both of Sheet Metal, and W. C. Piland and Howard Williamson, both of Machine Shop.

ance, Ben Meador of Plant Protection and M. W. Herring of Maintenance.

Crash specialists are R. L. Conder, W. E. Burd, L. L. Speer and H. E. Cook, all of Flight.

In the event of a fire, these men will assume complete charge. Personnel other than members of the brigade will be expected to follow instructions of the brigade members.



FIRE BRIGADE CREW—Practicing for any emergency that might arise, this volunteer fire crew taps a plug under the direction of J. G. Pearce, left, of Sheet Metal, assistant fire chief, and C. A. Addington, right, of Plant Protection, fire chief. The others, left to right, are J. M. Nichols, Ed Hukill, C. M. Duncan, M. W. (Hap) Herring, R. W. Wills and C. E. Yarnell.

DEPARTMENT 151

Wedding bells have been ringing out in this department. One bridegroom is Charlie Kerner, and his bride is a former Globe employee, Ida Lou Kissinger. Their friends here wish them much happiness.

The other bridegroom is Chic Chandler whose bride is from Amarillo. Chic took his vacation for the honeymoon. Chic had said that this cooking for yourself wasn't a bit funny. Won't it be funny if his new wife finds out he can cook and Chic ends up cooking for two. Here's wishing you happiness and many good meals, Chic.

Stores is happy over the return from Plant 6 of Fannie Mae Rutherford. The flu knocked out Cecil Brewer for a few days. Elizabeth Hardy is back from a vacation and a siege of illness.

Almon Crawford of Machine Shop Dispatching has returned from a vacation and, take it from him, he had a wonderful time. That's all he will tell.

EXECUTIVE DEPARTMENT

We were sorry to lose Frieda Cline, long a faithful employee of Globe, but she will soon become an employee "in-law" with her marriage in May to Fran Schmale of Purchasing. We wish Frieda and Fran much happiness.

Also, we regretted to see Louise Brooks leave us for another position, but we are pleased to welcome in her place, Lois Gibson.

It appears that Texas has cast its spell on Wayne Austin. He confessed being glad to be back in Texas after a recent trip to the East.

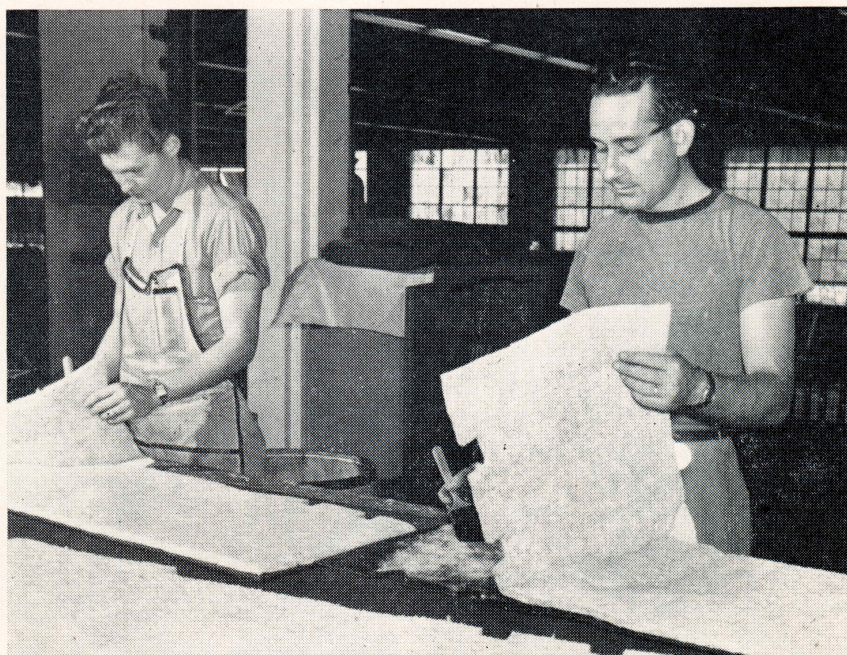
TENNIS TEAM WINS

As we went to press our Globe tennis club had won both of its first two matches, beating Convair, last year's champ, 5-1, and downing Cooke Motors of Arlington by the same count. The Globe team had a match coming up with the Alteriors, composed of members of the TCU team.

Globe's team consists of Elley Ratliff, a former city champ; Jack Smith, a former state champion; Don McLeland, former city champion; Lucian Barbour, former Kansas champion; A. Berry and Roy Browning. They play Sunday afternoons at Capps Park and Forest Park courts.

AD CLUB SPEAKER

Discussing the manufacturing of personal aircraft and the operation of airports to serve the anticipated great increase in flying in the future, W. G. Fuller, Globe Aircraft assistant vice president, spoke to the Fort Worth Advertising Club on April 24.



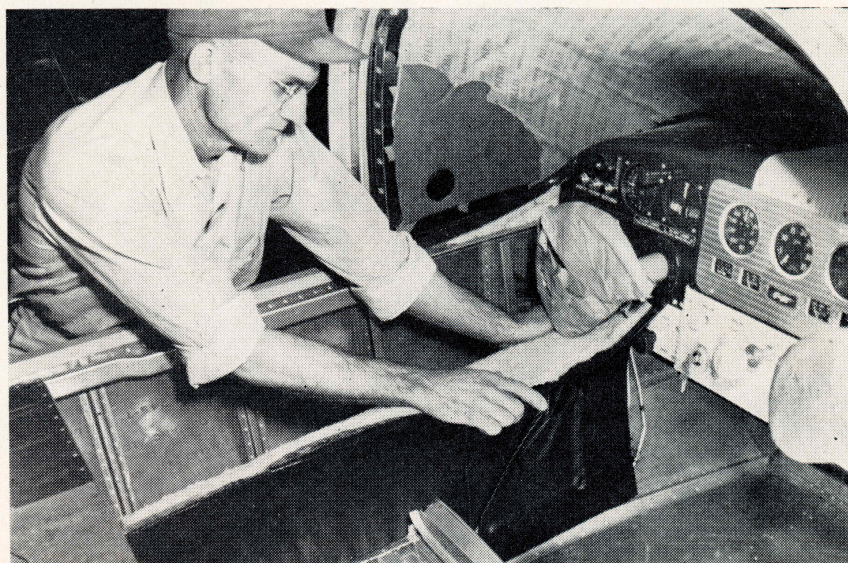
INTER-PLANT TOURNEY

Tooling came out on top of the heap in the pre-season softball tournament for inter-plant teams, winning from Surplus in a hard-fought final struggle at Globe Field. J. M. Reid and B. H. Hankins composed the winning battery, while Roy Browning and Tom Reck formed the battery combination for Surplus.

The tournament was the "warmup" for the beginning of inter-plant league play.

The Major League, composed of Accounting, Surplus, Tooling, Flight and Machine Shop, will play on Tuesday and Thursday nights. The Industrial League, composed of Plant 6, Dispatching, Sub-Assembly, Engineers, Inspection and Final Assembly, will play Monday and Wednesday nights.

A FINISHING TOUCH—The Globe Aircraft workers shown above and below are engaged in the soundproofing and insulation of the Globe Swift cabin. Working with the fiberglass material above are Blake McGaha and Johnnie M. Nichols of Department 280. They are installing soundproofing in the side panels. Below, B. M. Williams of Department 213-2 is installing upholstery in the final stage. The soundproofing and insulation material is glued to the cut-out leather lining and then fastened to the fuselage interior.



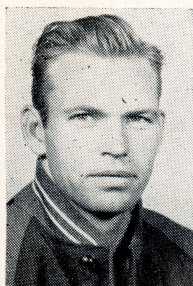
GLOBE SPORTS

This is the year it rained.

It not only rained, but it blew and it hailed, and it has been cold enough for an overcoat nearly every time our softball stalwarts come out to play. If the weather man don't soften up a bit, we may have to start playing softball in December when the weather is balmy.

Well, that's one way of saying that just about everything in the way of games have been rained out lately.

In the Major City softball league, Globe Swifts are in a tussle for the top.



LEWIS DOAN



G. WILLIFORD

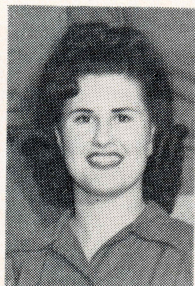
Clayton (Bear) Puryear, Jim Kilgore and Stanley Tatarevich have been pitching well. In the hitting department Ernest Williford, Chick Asari, Gene Ashmore and Clifton McNeely are leading the parade.

Lewis Doan has been moved to the catching chore, his old position, and Williford is on first, a position new to him but one he seems to be plenty capable of handling.

The Globettes have won five and lost two games in the exhibition tilts. They won two each from Oklahoma City and Houston teams, won one and lost two games to Dallas. Elsie Shannon and Jo



K. MONTGOMERY



ELSIE SHANNON

Kennedy are doing a great job of pitching and Katie Montgomery still has the old pepper back of the plate. Betty Baker, Baby Sweeney and Jean Cope have been hitting the ball well.



TOURNAMENT WINNER—Presenting the winner of Globe Aircraft's recent pre-season softball tournament at Globe Field. The winner's trophy went to the Lysaght Furniture Manufacturing Co. team by defeating the Texas Cookie Co. team in the final game. Bill Howse, recreation director, second from right, is shown presenting the trophy. The Lysaght representatives, left to right, are Bob Connelley, Sonny Ozier and Pete King.



THE RUNNERUP—The Texas Cookie Co. softball team came close, finishing second to win the runnerup trophy in Globe Aircraft's recent "warmup" tournament at Globe Field. Globe Recreation Director Bill Howse, second from right, is shown presenting the trophy. The Cookie team representatives, left to right, are S. L. Carleton, Julian Ball and Lester Burton.

