

BOEING NEWS

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No. 1

185 PLANES BUILT LAST YEAR; PLANT TACKLES 1933 JOB

THE year 1932 has been written down in our company's history as one of real achievement—a year in which much work was done and in which new standards were set for design and construction in both military and commercial aircraft.

As the new year opens, we are in full production on the transport order, are cleaning up our small bomber order for the Army Air Corps, and are turning out carrier fighters for the Navy.

In 1932, a total of 185 planes came from our plant, including models which are outstanding in their respective fields. The year saw definite adoption of all-metal construction for high performance military planes and commercial transports.

Included in the production as something radically new were three XP-936 all-metal, low-wing, single-seater pursuit planes for the Army Air Corps—planes which have been winning wide notice for their speed and other distinctive features. There also were the all-metal, low-wing, twin-engined bombers, which have gained the reputation of being the fastest of their class in the world. The balance of the year's aircraft included Army, Navy and commercial production models.

Since the Company's organization in 1916, it has produced approximately 1800 airplanes of fifty-three different types, including training planes, observation planes, attack planes, pursuit planes, bombers, flying boats, seaplanes, mail and mail-passenger planes, and large multi-motored transports.

The products turned out in 1932 definitely have added to the firm's prestige as one of the world's leaders in military and commercial aircraft manufacture.

BOEING PURSUITS WELL RECEIVED IN BRAZIL, SAYS TOWER

WHEN a Brazilian pulls his ear he is pleased about something—and the South American gentlemen were pulling their ears vigorously when our Boeing pursuits were flown before them, according to Les Tower, who is back from demonstrating the planes recently sold to the Brazilian Government.

When Tower arrived home January 5th he had completed a 20,000-mile journey—a trip which took him from winter to summer and back to winter again. It was the longest assignment he has had as chief test pilot for our company.

Tower left Seattle October 22nd, and just 19 days later was in Rio de Janeiro, having flown the entire distance, first by United Air Lines to New York, then by Eastern Air Transport to Miami, and on by Pan American

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INTRODUCING

At one time Charles Thompson was just one of three men in the welding shop of the Boeing Airplane Company. Today, he is the foreman of seventy-eight men in this branch of the factory.

Thompson is a native Seattleite, having been born here October 19, 1902. At the time he was attending school in Georgetown, he recalls, the E. W. Heath shipbuilding company occupied the building which now houses the wood shop on our property.



Completing his grade school education in 1917, Thompson worked in the shipyards and for the Puget Sound Sheet Metal Works for a short time. Hearing that the Boeing Airplane Company needed men, he applied and won a job.

That was on August 26, 1918.

The youth didn't go directly into the welding shop—at first he worked as an electrician's helper under Fred Gray in the yard department; then he did odd jobs in the storeroom and machine shop tool room.

In 1920 he went into the welding shop under W. S. Weimar, then foreman. There he learned the aircraft welding trade by diligently working at it. Incidentally, he had charge of all set-up work on the first PW-9 Army pursuit plane. In 1923 he became assistant foreman under Weimar, sharing this rank with Leo Butler. Butler succeeded Weimar when the latter took charge of the machine shop, and Thompson succeeded Butler in April, 1932, when Butler became foreman of the body shop.

"In the early years there were sometimes only three men in the welding shop, including the foreman," Thompson said. "Yet in those days the shop assembled most of the plane with approximately eighty per cent of all parts in the steel fuselage planes going through our hands. Today we are engaged chiefly in assembling small fittings and in welding engine mounts. Yet, due to the large amount of this kind of work, we now have seventy-eight men on hand."

INSURANCE POLICIES TOTAL \$2,038,000

More insurance than ever before has been carried for our employees is shown on the books of the auditing department, according to Harold E. Bowman, treasurer. On January 1, the group insurance carried solely by the company for employees amounted to \$648,500, while the insurance carried jointly by the company and employees aggregated \$1,389,500, making a grand total of \$2,038,000. Under the policies given by the company to employees, there are 1297 lives insured. The insurance peak still is to come, as policies are given those new employees who are required first to be on the payroll for a period of three months.

FIRST TRANSPORT ALMOST READY TO TAKE TO THE AIR

WITH the first of our new all-metal, low-wing, twin-engined transports rapidly reaching the completed stage, the goal of "into the air in January" appears to be within reach. Barring some unforeseen delay, the plane definitely is expected to go up on its initial test flight late this month.

Reports from the various shops show the fast progress being made on the transport order. The first body has been removed from the final assembly jig and work is rapidly going ahead on installations of controls, flooring, chairs, cabin lining, heating and ventilating systems, lighting system, etc.

Meanwhile, other shops have parts for the second plane well under way, so that it soon will be taking its place in final assembly. Wings for the first plane were scheduled for completion today. These are to be set up in the assembly shop so that every detail can be worked out and production can be released before the first airplane goes to the hangar. In the case of future assemblies, wings and control surfaces will not be set up until the planes reach the hangar.

Officials of the company expressed themselves as pleased with the manner in which assembly of the body sections for the first plane was accomplished. This indicated that all jigs were satisfactory and that progress henceforth would be more rapid.

In its trial flights the transport is expected to establish its claim of being the fastest multi-motored commercial plane in the world. Estimates are that with its two 550 horsepower Pratt & Whitney supercharged Wasp engines: its top speed will be approximately 175 miles an hour, and its cruising speed 155 miles at hour, with full load of ten passengers, two pilots and 400 pounds of cargo. Other performance estimates are: Landing speed, 60 m. p. h.; take-off run, 950 feet; initial rate of climb from sea level, 900 f. p. m.; climb in five minutes, 3,650 feet; climb in ten minutes, 7,500 feet; service ceiling, 19,000 feet; cruising range, 475 miles.

NEW TRANSPORT TO BE ON EXHIBITION AT WORLD'S FAIR

REPRESENTATIVE of the latest word in air transportation, our new all-metal, low-wing transport mono plane will be exhibited in the Hall of Fame at the Century of Progress in Chicago this summer, under terms of a contract signed by the United Aircraft & Transport Corporation with officials staging the World's Fair. According to word received here, the transport will be the only modern airplane allowed in this section.

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BOEING BOMBER IS NAMED AFTER CITY OF HARTFORD, CONN.

THE name "City of Hartford" was given one of our new all-metal, low-wing, Hornet-powered bombers recently in christening ceremonies at Brainard Field, municipal airport of Hartford, Conn. Ten planes of the Second Bombardment Group, Langley Field, to which the bomber is attached, were present for the event.

According to an account of the ceremony in the Pratt & Whitney Beehive, a be-ribboned bottle of "sparkling" Connecticut River water was broken over the forward gunner's cockpit by Miss Katherine Rankin, 17-year-old daughter of Hartford's mayor, William J. Rankin, as she named the big plane. Speakers included her father; Captain George P. Johnson, executive officer of the Second Bombardment Group; Captain Robert T. Cronau, commanding officer of the Twentieth Squadron, and Charles B. Whittelsey, vice-president of the Hartford Chamber of Commerce. Governor Wilbur C. Cross of Connecticut was among those present.

Stressing the development in bombardment aircraft, Captain Johnson said: "We now have this airplane, capable of traveling nearly 200 miles an hour with a full load of a ton of bombs and a crew of five. It is a rival in speed to the pursuit plane and has already demonstrated a very great advance over what any other nation has in this type."

Following the christening ceremonies, the forty officers and men attending were guests of the Pratt & Whitney Aircraft Company at a dinner at which Don L. Brown, president of Pratt & Whitney, was toastmaster. Secretary of Commerce Roy D. Chapin and Mayor Rankin were principal speakers.

The "City of Hartford" is one of seven bombers we have been building for the Army Air Corps. The sixth plane of this order is expected to be ready for flyaway delivery from Boeing Field about January 20, while the seventh and last plan is scheduled to be completed about February 1.

SAFETY FIRST

By L. D. THOMAS, Employment Manager

With an increase in the number of employees, accidents increase in proportion. This fact should concern all.

Warnings, posters and pictures throughout the plant remind us that "Safety First" must prevail. To many the appeal is just another "picture" or "slogan" to which they give scant attention or thought.

It is regrettable that, for those who ignore all warnings and instructions, there are only two possible means of education. One is to become involved in an accident, the inevitable result of carelessness and lack of attention to rules; the other is to witness an accident to a fellow workman. Both are costly, since someone must suffer that the lesson may be learned. It is to eliminate the necessity for such forced education that the "Safety First" rules, warnings and posters are designed.

Last week a workman lost a finger in an accident. His lesson has been learned—"not to place his hands upon a moving belt, even though the power has been shut off."

Foremen, sub-foremen and squad leaders know that there is no "slack period" where "Safety First" is concerned. They are to be commended on the fact that all new men, particularly those in the "helpers" classification, are thoroughly instructed and warned when assigned to work on drills, drill presses, shears and moving machinery.

DON'T WRITE FOR JOB—JUST RADIO!

Divers forms of applications for work have been received by our employment office—but a brand new one came in recently from a resident of Santa Monica, Calif.

Apparently not trusting the mails to get over his request, the Californian applied by radio. His message was sent from W6TS, an amateur radio station, and was picked up by Marvin W. Allnutt of 7717 Dibble Avenue N. W., Seattle, who operates amateur station W7EA. Allnutt forwarded the message to the company.

The applicant asked that our employment office call him collect by long distance telephone if there was a possibility of work. The office wrote a letter instead. "May we say that this means of applying for a position is indeed unique," it read in part.

TRANSPORT SOON TO BE GIVEN ITS NAME

From several hundred suggested names for the Model 247 a preferred list of approximately twenty have been submitted to P. G. Johnson, president of Boeing Airplane Company and United Air Lines, according to word from Chicago. These names are being considered by Mr. Johnson, the advertising department of United Air Lines, and the advertising agency which handles the account of the Boeing Airplane Company and United Air Lines.

It is expected that announcement of the name chosen will be made within a month.

The suggestions show that a substantial number of employees of the Boeing Airplane Company were interested in the contest, the winner of which will receive the \$25 cash award announced some time ago.

BRAZIL LIKES BOEINGS

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Airways to Rio. He left Rio December 24, flying to Miami via Pan American, taking the train from Miami to New York and flying back across the country via United Air Lines. In other words, his total traveling time from Seattle to Rio and back again was just 31 days with generous stopovers in the east included.

Take it from Tower, it is quite a sensation winging from the green Pacific Northwest to the brown South American country in a matter of days. When he left here the temperature was around 40 degrees. When he reached Rio the mercury stood at 95 above and the wearing of "whites" was in order.

While Tower was in the Brazilian city a several-day observance was held in memory of Santos Dumont, South American pioneer of aviation. As part of the elaborate ceremonies three Boeing planes dipped their wings over Rio.

All 14 planes produced at our plant had reached Rio by the time Tower arrived there. He demonstrated both these and a number of Chance Vought planes before starting on his return.

Our pilot had much to say about the splendid service being maintained between this country and South America by Pan American Airways. Consolidated Commodores and Sikorsky Clippers are used—and the service is well patronized. One round trip per week is made between Florida and Brazil, with the journey requiring just 7 days as against 14 days by the fastest boat. It may be explained that Pan American planes do not fly at night. The big transports carry mates to attend to the passengers' needs, and the pilots report their positions regularly by radio, using code rather than the voice method as in the United States.

876 YOUNGSTERS AT CHRISTMAS PARTY; GAY TIME ENJOYED

ALL records for attendance at previous events of the kind went to the boards when the tenth annual Boeing Christmas party for children and employees was held December 18 at the Chamber of Commerce auditorium. Gathered in the big room—and filling it from wall to wall—were 876 children and the parents.

It was a big afternoon, what with Santa Claus on hand to give presents to the youngsters, with the towering Christmas tree showing its sparkling lights, with Donald E. Drew calling out names until his voice almost failed, with Mr. and Mrs. Boeing acting as gracious hosts and with a true Christmas atmosphere prevailing. Ice cream bars and cookies were served.

Preparations had been made for 1700 adults and children. That many and more were present when the party started at 3 p. m. Santa was assisted in his job of distributing presents by girls of the company, who were entertained prior to the party at a dinner given by Mr. Boeing at Blancs.

Here's what was given away: Five and half dozen golf sets, three dozen tea sets, three dozen sewing sets, three dozen pocket knives, three dozen sets of table tennis, three and half dozen toy animals, twenty-one and a half dozen dolls, six dozen moving toys, seven dozen Toy Town grocery sets, six dozen boats, five dozen base balls, and one and a third dozen pair sets.

Some interesting facts on the manner in which Boeing Christmas parties have grown since the first one in 1923, and on the manner in which the number of children under twelve years of age has increased in proportion to the increase of employees, are disclosed in the following figures:

	Children Under 12 Attending Parties	No. of Employees on Date of Party
1923.....	106	228
1924.....	248	445
1925.....	291	468
1926.....	327	571
1927.....	376	687
1928.....	454	1003
1929.....	538	1130
1930.....	489	999
1931.....	633	1192
1932.....	876	1631

Transport to Be Shown

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In the Hall of Fame will be the earliest a latest obtainable models of each form of transportation. Contrasted with the transport will be a "flying machine" of the type flown twenty-five years ago, with a cruising speed of thirty-five miles an hour and a weight of approximately 800 pounds. Emphasizing the airer's development which has taken place in the space of a comparatively short time, the transport with its two 550 horsepower Wasp engines will boast a cruising speed of approximately 110 miles an hour and will have a gross weight of 12,210 pounds. Its motors will have forty-four times as much power as the engine of the early day plane, and its speed will be almost four and a half times as great.

Plans are to exhibit the transport on a cradle which will hold it six feet above the floor level. Stairs and a walk on both sides of the plane will make it possible for visitors to get a close-up of the latest commercial air carrier.

Officials estimate that at least 20,000,000 people will visit the Hall of Fame during the Chicago Fair.

A large amount of valuable publicity for the transport will result, with the plane to be contrasted in stories and pictures with the original plane of the Wright brothers.

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INTRODUCING

Almost from the time he can remember, L. W. Van Dyke has been tinkering with machinery and manufacturing tools. That's why today, as foreman of our company's bench shop, he says "Tools and tool design are about all I know." That, too, might explain why he has charge of some 115 men who turn out tools and dies for our production.

Van Dyke attributes any success he has had to "Dad"—D. E. Van Dyke, who, for 38 years, has been in the linotype shop of the Seattle Times. He went to work under his father as a linotype apprentice when he was nineteen years old, working for two years at the Times before "Dad" reversed the old advice by telling him to "go East, young man, go East."

Van Dyke went, to gain experience, working first in Brooklyn, then in New York. Returning to Seattle, he worked for the Kilbourne & Clark Manufacturing Company as a tool maker and in the engineering department of the Puget Sound Power & Light Company. Still feeling the need for more experience, he next took a special course in machine design at the University of Washington, after which he worked for the Best Lock Company and had charge of tool design for the Tru-Bristle Brush Company.

Along about this time the tool designer heard of the Boeing Airplane Company and began to consider the possibilities of aviation. Applying, he got a job as tool maker in the machine shop on July 9, 1928. Demonstrating his ability

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Patten Moves Up

Promotion of Don Patten to full-time duties in the plant manager's office, taking the place left vacant by the recent death of Mr. Lloyd Thomas, was announced last month by Gardner W. Carr.

Patten joined the company in October, 1928, as draftsman in the engineering department. A year later, he became assistant plant engineer—a position which he held until his most recent promotion. He is a graduate of the Pennsylvania State College and was with the Puget Sound Power & Light Company at Bellingham before coming here.

First Disability Payment

The first insurance payment ever made by our company for total and permanent disability was recorded last week when the sum of \$500 was given E. J. O'Keefe, former employee in the sheet metal shop. The payment was in line with the company's policy providing that any employee who, before the age of sixty, becomes totally and permanently disabled, is entitled after six months' time, to the face value of his insurance in cash. After O'Keefe was taken ill last May, it was found he had contracted tuberculosis. He now is at the Firlands Sanitarium.

TRANSPORT TESTS GO ON; RESULTS TO BE KNOWN SOON

WITH the first of our fleet of all-metal, low-wing, twin-engined transport planes still undergoing flight tests, performance figures are not yet available for publication in Boeing News.

Almost daily since the plane made its initial hop February 8, it has been in the air on tests of one kind or another. While officials of the company are withholding comment until these are completed, they quite apparently are pleased with what the transport has shown thus far. Indications are that full performance data will be announced shortly.

Seattle citizens have had a chance to get a good look at the first of the big fleet for United Air Lines as it has streaked over the city on its flights. Their enthusiastic comments are an indication of what may be expected when the planes go into service on United's routes. Up and down the Pacific Coast and across the country, our latest commercial model is being awaited eagerly.

Company flight tests have been virtually completed by Les Tower, chief test pilot, and Louis Waite. The Department of Commerce, represented by R. B. Quick and Bryan Jacobs, now is conducting its flights to check the plane's characteristics of stability, controllability, etc. As soon as these are ended and an approved type certificate has been received, the transport will be ready to begin its work of carrying passengers, mail and express.

During the time the first plane has been making its flights, the plant has not been idle on the following transports. The second already is in the hangar at Boeing Field and seven more are in the final assembly shop. At the same time, the shops are proceeding at "full steam" to turn out parts for still further planes. As soon as the first transport has been delivered, others will stream through the factory and into the air, to take their places on United's routes.

Our production schedule calls for delivery of eighteen of the planes by May 1. With their features of high performance, strength, large payload and operating economy, the Wasp-powered carriers promise to be heralded as one of the outstanding aeronautical developments of 1933.

NINE PURSUITS GO TO RIO BY STEAMER

Representing the largest shipment of aircraft ever to leave Seattle by water, nine of our single-seater, Wasp-powered pursuit planes were started on their way to Rio de Janeiro, February 21. Consisting of fourteen large crates, the shipment weighed approximately 60,000 pounds.

The nine pursuits were in addition to fourteen such planes sold to the Brazilian government late last year. All the others went by rail to New York and thence by water to Rio.