

# PLANE ASSEMBLY LINES COVER U.S.

Parts Flow From Hundred Factories to Be Put Together In New Plants, Bringing Mass Production Ever Nearer.

This is the last of a series of articles on aircraft engines and the struggle to make America a real air power.

By WALTER LECKRONE  
Times Special Writer

Defense emergencies have thrown warplane assembly lines clear across the United States.

Two years ago no U. S. plane factory had an aircraft assembly line, in the sense in which Americans use the term. Today an "assembly line" may stretch from Providence to Seattle—and end in Omaha or Kansas City.

It may begin with steel forged in Pittsburgh, which turns into a valve in Cleveland, becomes part of an engine in Indianapolis and is fitted into a warplane in Santa Monica.

Mass production of airplanes in America is on the way. In its essentials it is the same kind of mass production that enabled American industry to build more automobiles than all the rest of the world combined. But this is on a vastly larger scale. What it may do to the aviation industry once the emergency is passed, even aviation manufacturers are unwilling to think about now.

## Few Bottlenecks Yet

It has not yet settled down to the machine-like production of motor cars—warplanes are not yet sufficiently standardized, their models not yet "frozen" to the point where this is possible. There are still bottlenecks in the line through which warplanes flow. There is still lost motion in its hectic progress. The men who guide it are not even quite sure yet of its direction.

Two years ago America's aircraft industry was strong along the Atlantic and Pacific Oceans. Today it is moving into the flat lands of the Middle West—1500 miles from any seacoast far beyond the reach of any possible bombing. From more than 100 factories in more than 50 cities, some of them a thousand miles away, airplane parts are today beginning to flow into the prairie, there to be assembled into fighting ships.

On the outskirts of Wichita, Kas., last summer, farmers cut the wheat from their fertile acres as usual. This summer those acres grew another crop. Out of it, presently, will roll giant Boeing bombers.

## Ahead of Schedules

Boeing's big new plant is already in production, but not making completed airplanes yet. It now makes wing tips and tail assemblies, which go by rail to Seattle to become part of B17-B bombers, the Flying Fortresses. The factory is not quite completed but it is already close to three months ahead of production schedules.

Beside it is rising another plant, still bigger, from which, sometime in 1942, three Flying Fortresses a day will fly away. Boeing's Stearman Aircraft division already has turned out more than 200 training planes a month, though currently it is doing only half that because of materials shortages.

Across the fields, a mile away, the Cessna plant is rolling out training planes—and currently developing a special trainer to fit new pilots quickly into the Army's fast new medium bombers, though not quite to the same degree.

## WOLFE HEADS DRIVE OF UNITED BRETHREN

Ronald M. Wolfe, 4165 Oberlein Ave., has been named field secretary for the Victory campaign sponsored by the United Brethren Church.

The campaign is being held in the interests of the ministerial pension fund of the church and for Indiana Central College.

Mr. Wolfe was graduated from Indiana Central in 1929 and recently taught psychology at Oberlein College. He also has acted as senior case worker in the Federal Transient Service Bureau in Indianapolis and for one year was state supervisor of research projects in juvenile delinquency and state vocational director of the NYA.

Parts Flow to Assembly Plants

These are complete factories, built to turn out complete airplanes. At Omaha, Neb., at Tulsa, Okla., at Dallas, at Kansas City, are assembly plants—the ends of thousand-mile-long assembly lines.

To them will come wing sections stamped out by Fisher Body plants at Memphis engines built in Ford's gigantic new Pratt & Whitney engine plant at Detroit, propellers

## Burst of Flame Vital to Industry



In a burst of flames, 10 tons of blazing coke is pushed into a "quench" car, starting on its journey to local industry.

## NEW OVENS END COKE SHORTAGE

### Million-Dollar Battery Put In Service; Industrial Bottleneck Broken.

(Continued from Page One)

A potato—through the 19-inch, silica brick oven walls was turned. And the coal began to bake.

At 4 p. m. yesterday, Utility engineers announced the product finished. City and Utility officials, industrial plant executives and newspapermen assembled at the Prospect St. Plant to watch Battery H break the bottleneck.

There had not been enough coke in Indianapolis. There had been rumors of a shortage so drastic that sales would be curtailed for home consumption.

The rumors and bottleneck disappeared when the door of the first oven was opened. The carbonized, coke mass immediately burst into flame. The watchers could feel the heat from the catwalk on which they stood.

### Water Quenches Flames

Slowly, the fiercely flaming mass, weighing 10 tons, was forced out of the oven. A long, open steel car, like a railroad car, waited below.

A whistle shrieked twice. And the flaming mass began to fall into the car, splitting lengthwise as coke is supposed to do when it is baked properly. The roar of the mass blended with the sound of the falling coke which rumbled like distant thunder.

Puffs of black smoke arose as the car moved slowly along its track, spreading the falling coke evenly throughout its length. Some coke fell off at the sides.

The car moved down the track to the quenching station where streams of water extinguished the blazing mass. And when the coke had cooled, the sides of the car opened and the coke slid down on a slanting platform as great clouds of steam billowed upward.

### Store in Tanks

The conveyor belt below the platform began to move, first slowly, then swiftly. Iron gates at the lower end of the platform lifted, the coke rolled onto the belt, which carried it to machines for crushing, sifting and screening it.

In one charge, the 41-ton battery H will produce 410 tons of coke and more than 5,000,000 cubic feet of gas.

The gas is the volatile matter which comes off coal as the charge is heated in the oven to fantastic temperatures. It doesn't burn. It bubbles.

During the 24-hour baking period, volatile matter—gas—is released and this is piped to purifiers where tar and other impurities are extracted.

Then the gas is stored in huge tanks from which it is fed under high pressure into gas mains.

At the giant plant, the ovens of Battery H officially joined Battery G which opened fire in 1929, Battery E, installed in 1926, and Battery E, in 1918. There were 161 ovens working now for the homes and plants of Indianapolis.

### FLIES TIPTON JAIL

TIPTON, Oct. 25 (U. P.)—Matthew Dooley, 22, held for first-degree burglary, escaped from the county jail last night when a deputy sheriff opened the door to bring in food.

### LOCAL ORGANIZATIONS

K. of P. to Hear G-Man—A special representative of the FBI will address the Knights of Pythias Lodge 97 at their meeting at 8 p. m. Monday at 612 E. 13th St. Martha Dost Russell will sing, accompanied by Dr. Charles F. Hansen. George Sundling is lodge chancellor commander.

Townsend 9 to Have Party—Townsend Club 9 will sponsor a card party at 7:30 p. m. Monday in the I. O. O. F. Hall, Hamilton Ave. and E. Washington St.

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## Judge Is Fined For Passing Bus

HUNTINGTON, Ind., Oct. 25 (U. P.)—Probate Judge Clarke S. Gregory of St. Johns, Mich., knows a guilty man when he sees one.

He voiced no protest yesterday when Sheriff Nelson Stern halted his 55-mile-an-hour ride, informing him he had passed a school bus while it was unloading children.

"No arguments, I'm guilty," the judge said. "Which court do we go to?"

He was fined \$6.50.

## 5 DIE IN STATE AUTO ACCIDENTS

### Local Driver Fatally Hurt as Trucks Crash on Kentland Bridge.

Five persons, including an Indianapolis man, were killed in traffic yesterday and last night in Indiana.

RAYMOND S. Kegrice, 37, of 3839 Spann Ave., was killed when a truck he was driving collided with another truck on a bridge on Road 41 near Kentland. Mr. Kegrice was a driver for A. L. Kelley, Inc., a trucking firm. The driver of the other truck was Fay Blackman, Ossipee, Ill.

Mr. Kegrice is survived by his wife, Mrs. Thelma Kegrice; a daughter, Donna Jean Kegrice, 15; his mother, Mrs. Blanche Blackwood; a brother, James Kegrice, and three sisters, Mrs. Lena Jones, Mrs. Lulu Belle Preston and Mrs. Mary Sutt.

The other dead are:

DALE BOLLINGER, 41, and

MALCOLM TALMADGE, 17, both of North Manchester, who were

burned to death in a four-truck pileup on Road 30 east of Columbiana City.

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