

# The M\*A\*R\*T\*I\*N *Marauder*

OMAHA NEBRASKA



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February 15, 1943

## News Man Praises Martin B-26s

### G. Tom Willey Takes Over as Manager of Nebraska Company

#### Safe to Assume Duties at Baltimore

G. Tom Willey, a veteran in the aircraft industry, has taken over the reins here at the Martin-Nebraska plant. Assuming the duties of General Manager of the Glenn L. Martin-Nebraska Company, Willey succeeds Lincoln R. Scafe, vice-president and general manager of the company since its organization over a year ago.

Scafe, who has countless friends among plant personnel and residents of Omaha, is returning to Baltimore. For the next several weeks he will divide his time between Omaha and the parent company for the purpose of familiarizing his successor with the operations here at the Nebraska plant.

Willey, who arrived in Omaha with the Glenn L. Martin Company's Executive vice-president, Joseph T. Hartson, brings to the company a knowledge of aircraft production based on years of experience. Formerly inspection manager for the parent company, Willey is familiar with company policies and methods of production.

English-born and educated, the new Nebraska Company manager has been actively engaged in the aircraft industry since World War I. While still a resident of England, he served as an engineering executive with Bristol Airplane, Westland Aircraft, Armstrong-Whitworth and Gloster Aircraft. In 1928, he moved to Canada where he became affiliated with the Canadian Vickers Company.

Willey joined the Martin Company in  
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*NEW HEAD MAN. G. Tom Willey, veteran airplane builder, has assumed the duties of General Manager of the Glenn L. Martin-Nebraska Company. He succeeds Lincoln R. Scafe, whose new duties have called him to Baltimore.*

### Says Marauder "Best in Pacific"

Bill Henry, noted Los Angeles Times war correspondent and radio commentator, has just returned from a 27-day tour through the main military areas of the South and Southwest Pacific.

Knowing that Henry undoubtedly came in contact with Martin Marauders on his tour, we asked him to let Martiners know just what he thought of the "fightin'est bomber". To our question as to whether or not he had seen any of them, the Los Angeles correspondent had this to say:

"Yes, I certainly did run into your B-26 bombers while I was in the South Pacific, and I have nothing but the highest of praise to offer on their behalf. I saw them in action in the South Pacific and in the Southwest Pacific, and the fellows who fly them are certainly crazy about them. They'll stand up and argue violently any time with anybody as to the merits of the B-26 as compared with any other bombers.

"Of course there are a lot of planes in the South Pacific of many makes and models, as you can imagine, and they are giving good accounts of their fighting and flying abilities. But from what I could observe, the B-26 was outstanding, and very definitely the pride and joy of the boys who fly them. Person-

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### B-26s "Shot Down" in Omaha

Literally hundreds of war planes, including fighters, bombers and cargo planes, were "shot down" right here in this country last year. They were shot down by a new type of enemy; an enemy that we can't lick with guns and bayonets.

According to one aviation authority, between 500 and 600 planes of all types were lost, not in action on the war-

fronts, but through inaction on the production fronts. That many planes could mean quick victory in some of our numerous theaters of war—if they were available.

This same authority blames the situation on absenteeism—men and women who stay away from their jobs for no good reason at all. Men and women who

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**The MARTIN Marauder**

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**G. Tom Willey  
New Nebraska Chief**

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Baltimore in 1929, soon after the company's move from Cleveland. First hired as a study engineer, he progressed rapidly. He became group engineer, project chief draftsman, project engineer for the Mars (world's largest flying boat), assistant chief project engineer in charge of planning, and eventually executive engineer and manager of the inspection department.

**Driver-Rider  
Rules Drawn Up**

The business of transporting workers to and from the Martin-Nebraska plant is a vital phase of production. Jasper J. Hunter, Tubing and Cable, had an idea that if certain rules were followed by both drivers and passengers, things might be made a little easier for all concerned.

Following are the rules, set up in chart form and posted in Hunter's department:

**TO PASSENGERS:**

1. Be on time.
2. Don't ask driver to go out of his way.
3. Don't request "stop-offs" at the bank or store if they delay your fellow workers.
4. Be considerate of the automobile. Help keep it clean.
5. Be agreeable. Don't talk all the time.

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**Your Telephone—  
Try Not to Use It**

Production schedules are threatened because of UNNECESSARY use of telephones. Our telephone equipment is barely able to sustain the present load. We cannot get more equipment.

Before you use your telephone, please REMEMBER to observe the following simple rules:

1. Is your call absolutely necessary?
2. Be sure you have the correct number before you dial.
3. DON'T dial repeatedly if the number you dial is busy. Give the switches a few minutes to clear.
4. DON'T converse unnecessarily. Make your conversation as brief as possible.
5. DON'T delay in answering your phone. Answer promptly and identify yourself immediately.
6. DON'T transfer a call unless absolutely necessary.
7. DON'T hold line unnecessarily. If your party is busy, call back later.
8. DON'T leave your phone unattended.
9. DON'T leave your phone without leaving word where you may be reached.

**News Man Praises  
Martin B-26s**

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ally, I feel that if it weren't for the airplane, we wouldn't even be getting anywhere in the South Pacific, because the ships are performing almost unbelievable feats in supply service and combat duty, and even the transferring of troops and the wounded from one place to another.

"There's an awful lot of Pacific. And the B-26 is playing a most important part in covering it."

In his first article published in the Los Angeles Times after his return, Henry said, "I found the morale of the American soldiers, sailors and marines wonderful everywhere. They're performing miracles with insufficient forces and supplies.

"When you see how well we're doing with the men and equipment available in the Pacific, you realize how much better could be done with a little more."

reached.  
10. REMEMBER you are slowing down production when you make personal and non-essential phone calls.

**OUR VALENTINE FOR THE AXIS**



**'ROUND & ABOUT THE MARTIN PLANT**

**They're Neck and Neck**

Tighter than the spot Hitler's armies are in is the battle for the championship honors in the Bomber League basketball race. Last reports available prior to press time showed three teams struggling for top spot, with the Bombers out in front by a thin whisker. Threatening to cop the lead at any time are the Hog Callers and Inspectors. The league leaders have won six, lost two. The second and third place teams have each won six and lost three.

In the Marauder League, the Guards are out in front with seven games won and only one defeat chalked up against them. Hot on the trail are the Flyers with seven wins and two defeats.

Here's how they stack up:

BOMBER LEAGUE			
TEAM	W	L	
Bombers	6	2	
Hog Callers	6	3	
Inspectors	6	3	
Night Hawks	4	4	
Welders	4	5	
Stars	1	8	

MARAUDER LEAGUE			
TEAM	W	L	
Guards	7	1	
Flyers	7	2	
Spots	6	3	
Errors	5	4	
Allies	5	4	
Tool Room	4	5	
Electrics	1	6	
Final Assembly	0	6	

According to all reports, the type of basketball played by Martineers ranks right up with the best of them. Every time Martin teams tangle, spectators know that almost anything can happen

**Automatic—Almost**

The inability of Martin-Nebraskans to rise and shine in time to punch the clock on schedule can no longer be blamed on the lack of alarm clocks of the standard variety. Here in Omaha, as well as in numerous other industrial centers, an "alarm service" has been set up. Instead of the usual clatter of the alarm clock, workers are today being brought out of their beds by the insistent ringing of the telephone. They are greeted by the dulcet tones from the human alarm clock on the other end of the line.

Of course, there's a slight monthly fee involved, which serves as a guarantee that the phone will ring each morning on schedule.

**Joins WAACS**

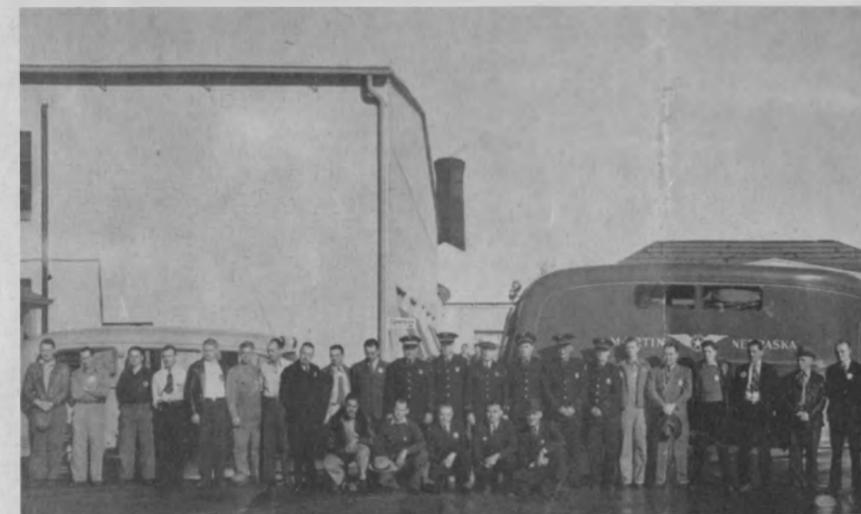
Martha Anderson, Production Change Group, reported for duty with the W. A. A. C.'s on Sunday, February 7. She had been a Martin employee since June.

Her fellow employees gave a dinner-dance at the Paxton Hotel in her honor. Miss Anderson was presented with a birthstone ring as a gift from the thirty members of her department who attended.

—and it usually does. If you are looking for a real evening's entertainment, drop in and watch the boys battle sometime.

**BOWLING SCORES**

TEAM	A-C	W	L
<b>REVELLE</b>			
Small Parts	26	16	
Final Assembly	27	18	
Gunners	26	19	
High score, Johnson, 244; high av., Wayne, 162.			
<b>PER-DUCTION</b>			
Rockettes	33	18	
Production	31	20	
Bottlenecks	20	24	
High score, Lalich, 181; high av., Anderson, 128.			
<b>NITE FLITE</b>			
Purple Martins	38	13	
Sooners	38	13	
Flying Tigers	29	22	
High score, Grote, 224; high av., Bradshaw, 173.			
<b>NIGHT OWL</b>			
Bombardiers	36	20	
Martin Mars	31	23	
Super Sleuths	31	23	
High score, Cross, 236; high av., Ochsenshein, 173.			
<b>LABORATORY</b>			
Planets	47	13	
Tool Design No. 1	38	22	
Slip Streams	36	24	
High score, Delafield, 235; high av., Burrows, 166.			
<b>INSPECTION</b>			
Martin Flyers	41	10	
Sheet Metal Mach.	33	12	
Martin Bombers	33	18	
High score, Danielson, 173; high av., Burdick, 122.			
<b>FINAL ASSEMBLY</b>			
Marauders	41	19	
Purple Martins	37	23	
Silver Streaks	34	26	
High score, Minarik, 264; high av., Latka, 151.			
<b>MACHINE</b>			
Engineers No. 1	36	15	
Engineers No. 2	33	18	
Engineers No. 3	16	11	
High score, Houstie, 218; high av., Wilson, 156.			
<b>ASSEMBLY INSPECTION</b>			
Martin Mars	32	16	
Supermen	29	19	
Yanks	26	22	
High score, Gere, 231; high av., Gere, 159.			
<b>PRODUCTION</b>			
Conversion Prod.	36	15	
Fact. Superv. No. 1	32	19	
Production No. 1	27	23	
High score, Cramer, 236; high av., F. Bland, 171.			
<b>BOTTLENECK</b>			
Marauders	41	10	
Surface Controls	37	15	
Sheet Metal	31	20	
High score, Dunn, 243; high av., Longley, 171.			
<b>A-C LEAGUE</b>			
Blues	38	25	
Clockers	36	27	
No Accounts	34	29	
High score, Meier, 219; high av., Meier, 162.			
<b>ASSEMBLY</b>			
Surface Controls	43	17	
Grinders	38	19	
Tool Crib	36	24	
High score, Zeigler, 226; high av., Riedman, 184.			
<b>PURCHASING</b>			
Air Corps	34	20	
Mars	31	23	
Tail Section	30	24	
High score, Newell, 231; high av., Newell, 156.			
<b>MARTIN BOMBER</b>			
Dispatchers	11	4	
Torches	35	14	
Profusion	18	12	
High score, Shonka, 214; high av., Pisasale, 162.			
<b>HODGE PODGE</b>			
Bombardiers	34	16	
Commandos	34	16	
Payrollers	27	23	
High score, Aiken, 216; high av., Jakoubek, 139.			
<b>BOMBERETTE</b>			
Fins	35	19	
Flaps	35	19	
Stabilizers	30	21	
High score, Borsen, 198; high av., Borsen, 139.			



**FIRST AIDERS.** First to graduate under the new first aid program were these shop safety committeemen and emergency truck crews. Kneeling, from left to right, are Instructors Thompson and Hibbs, Director Tolson and Instructors Elliott and Healey.

**Are You Investing 10%  
of YOUR Pay in  
WAR BONDS? Do it Now!**

## B-26 Crews Dodge Death in Africa

The men who fly our bombers on the various warfronts sometimes have experiences that sound more like fiction than fact. Here are two instances of "stranger than fiction" stories. In all probability, men here at the Martin-Nebraska company worked on the B-26's referred to.

Recently in Africa, two American airmen returning from a raid on the Tunisian port of Gabes by Martin B-26 Marauders had the unusual, and probably uncomfortable, experience of riding a bomb back home.

The story, released by the Associated Press, quoted an Army official as saying, "On the way home, Lt. William Watkins of Galesborough, Texas, the navigator, and Sgt. M. Muzyla of Cleveland, Ohio, discovered that one of the bombs had not dropped, and it was bouncing around on its holder.

"Watkins and Muzyla sat on the bomb to hold it steady until the plane could land and ground crews remove the bomb."

Another Associated Press story recently published tells how three members of a B-26 Marauder crew who were captured after their plane had been shot down behind enemy lines in Africa, overpowered their captors and made their way back to the American lines.

According to the story, it took the men seven days to make the hazardous trip. Three other members of the crew



**OFF TO THE WARS.** Mazine Crossley, nurse at Modification, has left the company to join the Army Nurse Corps as a 2nd Lieutenant. At present, she is stationed at Ft. Riley, Kansas. She has been replaced here at the Martin Plant by Virginia Trute.

## B-26s "Shot Down" in Omaha

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are making good salaries appear to have forgotten the important part they are playing in this nation's war efforts. Some, perhaps, just have hang-overs and want to sleep them off. Others go fishing, hunting, shopping, visit the hair-dresser, rest, play bridge or find any one of a dozen other things which, for personal reasons, keep them away from their jobs.

Just as an example, our aviation authority revealed that in one month alone, one of the nation's biggest aircraft producers reported a total of 322,720 man-hours lost through absenteeism—enough to build 55 fighting planes.

The question is, how many planes have we here at the Martin-Nebraska plant "shot down" through inaction?

The answer to that is easy. We have lost more bombers right here in Omaha than we have lost on any one of our numerous fighting fronts! Much as we hate to admit it, it is true.

Consequently, we have no retort to the accusation that on those days when we are absent from work without cause, we are working for the axis.

became lost and are still unreported.

The plane, shot down by a German ME-109, landed near a highway. When the men crawled out, they saw a German convoy moving along the nearby road, but apparently the Nazis had not seen the American ship land. Soon a crowd of Arabs gathered round, and the Americans made a deal with them to furnish a guide to take them through the German lines. They spent a night at a village, but as they started to leave the next day, they ran into a German command car and were captured.

"The German in charge of the bunch frisked us and took our guns," Lt. G. H. Ogburn, the pilot, said. "He put all six of us in the back seat of his car, and gave a machine gun to a guard in the front seat. It was a mistake to give a machine gun to the guard, because I don't think he knew how to use it.

"As soon as we drove around a curve, one of the boys jumped the German driver and another the guard. While they were being overpowered, Sgt. Smedegar was grabbing the wheel and the gear shift lever to keep the car from turning over."

The Germans were thrown out of the car and the crew sped up the road. They pushed the car over a cliff and set out on foot. For the next three days and nights they wandered through the hills. In a narrow gulch they ran into an enemy sentry who opened fire. In the ensuing excitement the party became separated. After hiding for awhile, three of the men continued their trek until they located a village occupied by Americans.



**VISITOR.** Fred A. Kelley, formerly employed here at the Nebraska plant in Assembly, first shift, was a recent visitor in Omaha. His dad, Edward S. Kelley, is foreman in Small Parts. The former Martineer is stationed at the Great Lakes Training School where he's learning to fly 'em.

## Driver-Rider Rules Drawn Up

(Continued from Page 2)

6. Be willing to help in case of car trouble.
7. Don't take charge of heater or radio.
8. Don't talk company business, especially confidential matters.
9. Accept your transportation difficulties with a cheerful and patriotic attitude.
10. Notify your driver in advance if you decide not to ride with him on any certain date.
11. Be prompt with your share of the expenses.

### TO DRIVERS:

1. Be on time.
2. Notify all passengers if you anticipate being late or work overtime or otherwise depart from your regular schedule.
3. Get your gasoline at a time that will not delay your trip.
4. Keep your car as clean as possible.
5. Be patient and wait a reasonable length of time for your passengers, unless their tardiness is habitual.
6. Don't make bank or store stops if it inconveniences your passengers.
7. Have your car checked at frequent intervals in order to maintain efficiency of operation.
8. Arrange your schedule so that it will not be necessary to travel faster than the 35-mile-an-hour speed limits.