

BREWSTER

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No. 10

New Brewster Fighter Passes Flight Test

THE United States Navy's newest fighter—the Brewster F3A—successfully passed its first flight test at Brewster's Johnsville Airport recently.

Frederick Riebel, Jr., Brewster president, said the F3A is a counterpart of the F4U Corsair and is designed for carrier operations with the fleet. It is a gull-winged single seat monoplane with a rated speed of 400 miles per hour and is powered by a 2000 horse Pratt and Whitney air cooled engine. Corsairs now in action with the fleet already have proved themselves superior to any fighter yet developed.

The Brewster F3A was test flown by Woodward Burke, chief Brewster pilot, who has held commissions in both the Army and the Navy and who is considered one of the outstanding men in his profession. Burke, a graduate engineer, was the test pilot who proved the famed Brewster (F2A) Buffalo and also the Brewster Buccaneer and Bermuda dive bombers, rated as the world's best.

All divisions of Brewster are at work man-

Navy communique 256 of April 26 reported four of the Navy's new Corsair fighters were returning from strafing Japanese installations in the Central Solomons when they intercepted ten enemy bombers escorted by 20 Zeros northwest of Guadalcanal.

In spite of the overwhelming odds, the Corsairs joined action, shot down five Zeros, and broke up the mission. Two of the Corsairs failed to return.

ufacturing parts or assembling the new fighter for the Navy. Major parts and sub-assemblies are being turned out at Long Island, with some wing tip and tail service fabricating being done at Newark. Final assembly is at Johnsville.

Brewster is one of three major aircraft corporations turning out the Corsair fighters for Uncle Sam. Chance Vought, of Bridgeport, Conn., and Goodyear Aircraft, of Akron, O., are the others.

Visitors Must Be Citizens

All persons visiting Brewster plants must be citizens of the U. S., it has been reiterated by the Navy Department and Brewster plant security officers.

Visitors to the offices must affirm that they are citizens before they will be admitted. Persons having business in the shops must offer proof of citizenship.

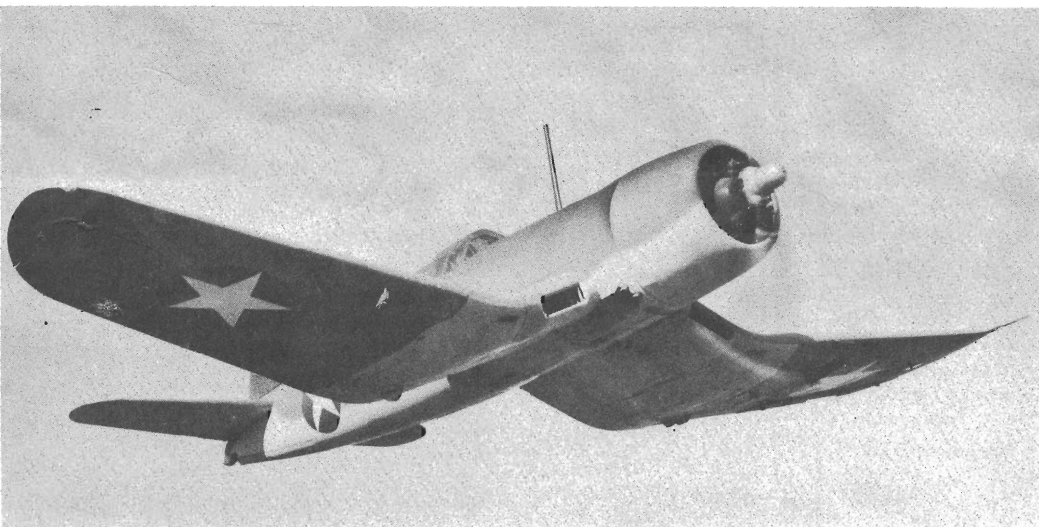
Plant security officers request that before making appointments, employees bring this matter to the attention of their visitors in order to avoid embarrassment.

ATTENDED COURSE

J. Meredith Eells, an inspector at Johnsville has returned from Westerly, R. I., where he attended Hamilton Standard Propeller Company's familiarization course in propeller assembly and disassembly.



RAINCOAT FOR AN AIRCRAFT engine! This is how the Pratt and Whitney power plant, used in the F3A fighter which Brewster is building, looks when unpacked at Long Island. It is sealed in an airtight, Pliofilm envelope, which keeps out moisture. Inside the envelope, each cylinder has attached to it a dehydrating bag, while special cylinder plugs contain moisture-absorbing crystals.



SHE FLIES! The first Brewster F3A, called the Corsair by the Navy, shown in flight at Johnsville.



BREWSTER *Builder*

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Long Island City, N. Y. May 15, 1943

OUR POLICY— THE GOLDEN RULE

WHEN the Skipper took over the Brewster helm he set our course according to the Golden Rule.

"We are starting with a clean slate," he said, "and our policy is that this company shall be operated efficiently with clean hearts, clean minds and clean hands."

Recently, in a talk before the Long Island and Newark foremen, the Skipper pointed out what can be accomplished by all of us observing the policy of the Golden Rule:

- 1—Peak production for a quick and decisive American victory.
- 2—Post-war security, for ourselves and our fellow Americans.
- 3—Personal and permanent, peace and happiness.

We have been criticized by others, but no more than we have criticized ourselves. Some of this criticism has left wounds that hurt, not always because it was unjustified, but sometimes because it was all too true.

But no one can criticize any of us if we follow the Skipper and help him achieve the goal by practicing the policy of the Golden Rule.

Then will come the personal satisfaction of a job well done. Then, too, will come the cheers of our fellow men.

"Brewster is an old and honored name," says the Skipper.

It's up to us to prove to any skeptics that Skip Riebel knows what he's talking about. And we can do just that by mentally resolving to support the policy of the Golden Rule by our every act and thought.



Around the Plants

Miss Georgia Dean, Long Island Personnel Department, has been selected as a contestant for the monthly "Miss Subways" title. Winner of the award is featured in pictures appearing in New York subway cars. . . . Newark's Al Ross has launched a chicken raising program. First batch includes 50 chicks, with none lost to date. . . . Johnsville plant stewards held a conference at the Adelphia Hotel, Philadelphia, which was attended by the executive board of Local 365. . . . Al Cannon, who worked in Long



Georgia Dean

Island's tool storage crib, and is now an Army Air Force gunner, visited the plant recently. Al has been flying in a B-26 in Tunisia, Iceland, Scotland, Ireland, and took part in the North African invasion. . . . Ray Edwards, formerly of Newark D Department and now in the Army, came back for a look-see. . . . Pvt. Norman Brand, now in Texas, found his old habits too strong for him when he visited Johnsville, where he used to work in Final Assembly. He rolled up his sleeves and pitched in with his old pals on Station 18. . . . Riley Hagins, who enlisted in the Navy in 1917 and served until 1942, is at work in a rivet crib at Long Island. Hagins was chief steward of the Houston during a Presidential cruise in 1932, and has served under Admirals King and Halsey, and Capt. W. F. Capehart. . . . Bill Garrity, formerly of Long Island Planning, had a short furlough from Merchant Marine duties. . . . Antoine (Tony) Hauet, Long Island Cowling Department foreman, has returned from a Florida vacation, sporting a healthy coat of tan. Tony reports the fish bigger and better than ever. . . . Alvin Goldstein, Long Island Personnel Department, who has been handling Selective Service matters, goes into the Army soon. Goldstein is a member of the Signal Corps Enlisted Reserve and will be called to active duty.



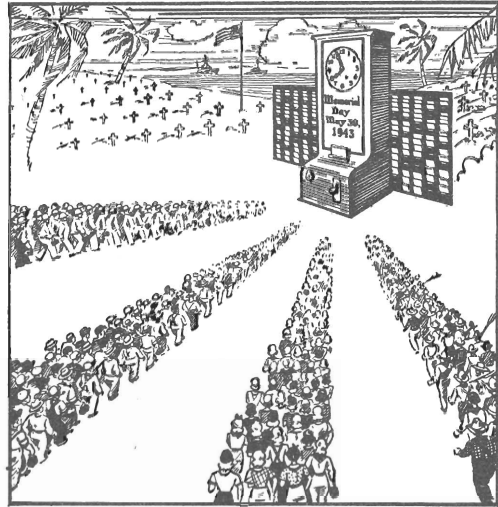
Riley Hagins



Alvin Goldstein

A "swap board" is the newest thing in the leading edge section of Long Island's Wing Department. It was started by Carl Cadover, and so far two cars, several cameras, tool boxes, an electric refrigerator and a baby carriage have changed hands. . . . Stephen Zugo, Jr., Newark Navy inspector, has returned after a short honeymoon trip to Niagara Falls. The bride is the former Miss Helen Clarice of Buffalo. . . . Arthur Tait, Johnsville Engineering, was an Army flying instructor during the last war. An M.I.T. graduate, he served at flying fields in Texas, Ohio and Florida. . . . Gus Torssell, formerly of the Insurance Department, Long Island, now in the Army at Camp Camp-

"THAT THESE DEAD SHALL NOT HAVE DIED IN VAIN"



bell, Ky., was a recent visitor. . . . Thirty employees in the Jig and Tool Department, Long Island, went to the circus in a body. . . . Jerry Reimondi, home on furlough from Ft. Jackson, S. C., was a visitor at Newark. Jerry worked in Raw Stores before joining the Army. . . . Adolph Kurdyla, another ex-Newarker in the Army, also looked in on his old friends. . . . Guard Louis Picciano has been on the night shift at Long Island for the past two years. Louis is one of the oldest guards in point of service. He has been with Brewster since September, 1939, beginning at Roosevelt Field, Long Island, where final assembly and test flight were then located.

Plant Poet's Corner

TO ADOLPH CREATOR OF HATE

When the smoke of battle's lifted,
And the din has rolled away;
When the last all clear has sounded,
In those lands so far away;

When the final roll call's taken,
And they tally up the lost,
Let's pray Warmongers waken,
To this conflict's awful cost.

Maybe they have filled their pockets,
And can even force a grin,
But those vacant chairs in many homes
Tell the story of their sin.

Of the heartaches borne by Mothers,
As they sit alone and stare,
And remember when their loving sons
Occupied that vacant chair.

So may God grant that the next time
Those war clouds gather 'round,
All the wild eyed dictators
Are six feet under ground.

PHILIP CROUSE
Guard, Johnsville

Victory Is Our Business.



BREWSTER-WAR VETERANS display new trailer used to transport their club's drum corps equipment. William C. Morford, instructor, loads trailer. Drum corps members expect to be uniformed soon.

T. D. Money Named Assistant To Vice President Dow

Theodore Davis Money has been appointed assistant to Walter K. Dow, operational vice president.

Money comes to Brewster from the Union Bag and Paper Company, where he headed the industrial engineering department and was assistant to the general manager. He formerly was affiliated with the General Electric Company and also served as chief cost engineer for the Johns Manville Company.



T. D. Money

Money is a graduate of Leland Stanford University and Massachusetts Institute of Technology. He is married and is the father of two children.

Johnsville Promotions

I. E. Steele, Johnsville plant superintendent, has announced the following appointments:

I. Feldman, to assume the duties of General Foreman, in charge of the machine shop, sub-assemblies, cowling, fuselage installation and paint shop.

William Chalkley, also a general foreman in charge of all final assembly lines, pick-up crew, electrical, production flight test and teardown department.

Paul Welsh, Jr., as foreman in charge of the fuselage installation department.

Frederick Bash, foreman in charge of sub-assemblies.

Russell Lewis, foreman in charge of final assembly, English line.

Orrie Steele, foreman in charge of F3A line.

Joe Priester, Back From Middle East, Goes to Work in Johnsville Plant

Back from "somewhere in Africa" with first-hand information about the performance of American built planes in action, Joseph W. Priester, who until May, 1942, worked in the Brewster Newark plant, has returned to the Planning Department in Johnsville. Priester left Newark last year to join the Douglas Aircraft Corp., and was assigned to a Middle East repair depot.



Joe Priester

Although he is not permitted to reveal much information concerning his work or the location of the

depots, Priester did return with several interesting comments about American planes and pilots.

One pilot, he said, flying in an A-20, made 18 trips over the enemy lines in 24 hours. Priester's biggest thrill came when a battered Catalina flying boat, carrying a Brewster nameplate in its outer wing panels, arrived for repairs.

Priester came back to New York, aboard a transport. Passengers were required to wear life belts at all times and meals were limited to two a day.

Biggest surprise, on his return, was the attitude of the American public to the war and

their unwillingness to make sacrifices.

"People should be thankful they are as far from the theatre of war as they are. No sacrifices they can make are comparable to the hardships our men are enduring," Priester said.

Priester is confident that his experiences near the Middle East battlefields will be of value to him in his Johnsville job. Meanwhile, he is trying hard to get re-Americanized by wearing complete clothing outfits and following office procedure.

Kerr Succeeds Cone

George E. Kerr has been named personnel manager of the Johnsville plant, succeeding

Robert H. Cone who resigned May 1, according to an announcement by Edward J. Walsh, Brewster personnel director.



George Kerr

he was with the Trojan Powder Company at Allentown, Pa. He is a graduate of the University of Pennsylvania, is married and has one daughter.



IT'S A \$1000 WAR BOND just purchased by Morris Levine, assembly mechanic in Newark's "B" Department. Ten percent of Levine's pay also is going toward the purchase of bonds.

Newark Marine, Wounded on Guadalcanal, Returns to Job and Buys War Bonds

JAPANESE forces widely spread in the Pacific theatre of the war will fight to the last man, and will keep the war in progress at least three or four more years, says Marine Albert Sankus, who returned to the Newark plant two weeks ago to a job he left in 1940.

Sankus has been honorably discharged from the Marine Corps as disabled and not qualified for combat duty, after serving with the first raiding parties in the Solomons. With nine citations for bravery and service, he expects to continue to help the war effort on the production front as a senior stock clerk, handling parts for the outer wing panels of PBV Catalina flying boats.

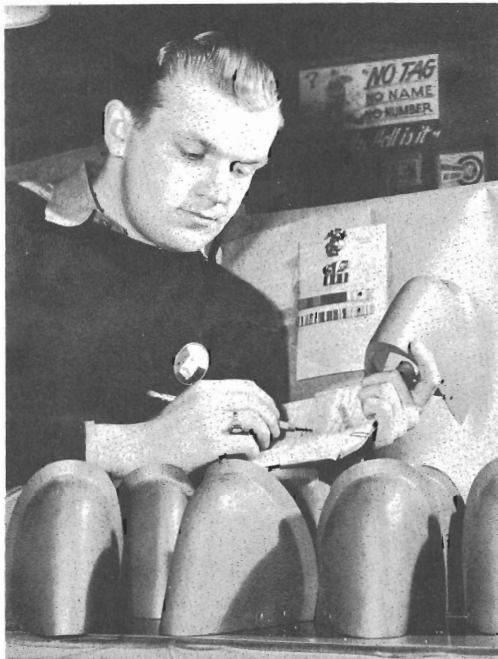
Three years with the fighting Marines has made 21-year-old Sankus a battle weary veteran of the war. Shipped from Guadalcanal on Sept. 18, 1942, for hospitalization in the United States, he has been treated for shell shock, tropical fever and shrapnel wounds.

As a member of the first Marine parachute battalion, with 11 jumps to his credit, Sankus participated with raiding parties on Gavutu, Tannambogo, Tulagi, Palm Island and the Floridas in the Solomons. During most of the Solomons action Sankus fought with the shock troops of the divisions.

From Aug. 7 to Sept. 18, Jap planes constantly pounded Marine installations. Daily raids included from 40 to 250 planes. "But the happiest moments came," he said, "when our pilots zoomed into the air to fight off the attackers. Us fellows just yelled our lungs out with cheers, while they knocked off Jap planes and drove them away."

Jap losses were at least 35 to 1, in spite of the fact that the Marines were seriously handicapped by insufficient equipment, ammunition and medical supplies. At the Battle of Bloody Knoll, on Guadalcanal, Sankus recalled that Marines fighting hand-to-hand with knives, grenades, guns and bayonets killed many Japanese women nurses, who fought beside the men. He also recalled that the Japs carried individual dope vials with them and when they were "doped up" they were fearless fighters, but a Jap without his dope was easy to overcome.

Sankus was eager to point out that most



MARINE HERO Albert Sankus, back on the job at Newark. At his right are medals and citations which he won in this war.

of the Marines who have come back from the Solomons don't want to be considered heroes. "The real heroes," he said, "haven't come back home—they're buried back at the front."

Sankus was one of 40 survivors of the original battalion of 400 Marines. One of his buddies was killed after he destroyed an entire Jap machine gun nest. Medical supplies were woefully inadequate, Sankus said. In the Bloody Knoll battle wounded men were knocked into unconsciousness to relieve their pain, according to Sankus.

Most treasured possession of the returned Brewster Marine is a pack of bloodstained Jap money, taken from a Jap on Guadalcanal. He refused \$500 for the collection in Australia.

Since his return to the production front, Sankus is buying war bonds with most of his weekly earnings. If he can't fight in the war, he says, he intends to help pay for it by buying bonds.

400 Dance at Newark

Approximately 400 Newarkers, all employees of B Hangar, held a get-together dance at Continental Ballroom, May 14. The second of a series of three dances which are being sponsored by each of the three hangars in Newark, the affair had the endorsement of Local 365. Chairman was Joseph Bezzone of E Department.

Other committee members and their departments were: Rose Roselle, "H"; Rose Serino, "E"; Mildred Weiman, Payroll; Helen Poulakos, Payroll; Jerry Melillo, "E"; Phil Lapenta, "E", and Milton Schmidt of "B" Department. Music was furnished by Jack Martin and his band composed of Newark plant workers.

JOHNSVILLE EMPLOYEE KING'S SCHOOLMATE

BY MORRIS BAHLER
Night Tool Crib Supervisor, Johnsville

George Burton, 47, a night shift tool crib attendant at Johnsville, was a schoolmate of the Duke of Windsor, former King of England, at Osborne College in East Cowes, England.

Although very few of the students at the college were permitted to associate with the then Prince of Wales, Burton recalls many of the pranks played on the town's merchants by the prince.

During his college days at East Cowes, Burton saw at various times all the crowned heads of Europe. As one of Europe's famous yachting centers, Cowes attracted notables from all the world. Burton came to America in 1913.

Elks Honor Walls

Howard J. Walls, clerk in the Metal Shop, Newark, has been installed as exalted ruler of South Orange Lodge 1154, B.P.O.E.

Ceremonies were held recently with Charles A. Coyle, former vice president of the New Jersey State Elks Association, officiating.

Walls was also selected as a representative to the grand lodge convention in Boston, to be held in July. Brewster members of the Elks attended to honor Walls.

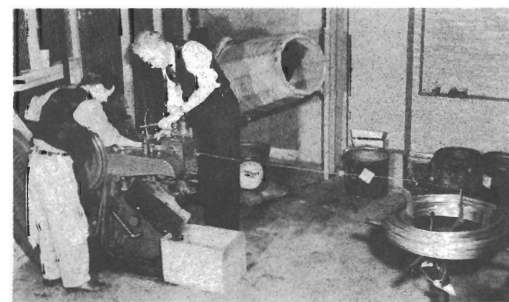


—Photo by Fink
Howard Walls

It takes both . . . airplanes and tanks to equip the Yanks. It takes both War Bonds and taxes to lick the Axis. Buy more War BONDS.



GRANDMOTHER AND DAUGHTER. Mrs. Annie Womack and her daughter, Mrs. Mildred Smith, punching the time-clock on their arrival at the Long Island plant to build parts for Brewster dive bombers and fighters.



FIRST RIVET-MAKING machine at Brewster, in the Long Island plant, is operated by Philip Doro (left) and Kurt Jackson. Rivets are made from the coil of aluminum wire shown in inset. The machine makes 250 rivets a minute, 15,000 an hour, of many types and sizes.

SPORTS

By BILL KNOTT
Cowling Dept., Long Island

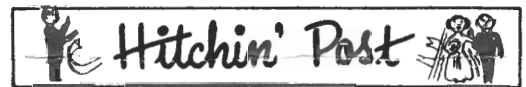
Inter-departmental softball at Long Island and Johnsville is under way. Johnsville opened with 40 teams a few days ago, while Long Island started on May 3. Newark plant is not going to participate in the Brewster recreation program.

Long Island varsity baseball team opened its season May 12 against Edo Aircraft, and the softball team opened against Ford Instrument on May 13. Opening dates for Johnsville varsity teams have not been set.

Dolly Stark, Brewster recreation director, has promised that the varsity teams, when outfitted, would be as "snappy as any major league club." Dolly should be able to make the comparison, because he spent 14 years in the National League.

Tennis and golf tournaments have been added to the program at Long Island. Golf at the Old Westbury links will begin May 30, while tennis dates have not been fixed. Pete Conte hopes to enter a team of golfers in an industrial league, with 16 players on the squad.

The Long Island varsity football squad has been cut from 60 to 23 players, and a further cut will be made to 17.



Dolores Gersch, Salvage Inspection, Johnsville, married David Tarter, Engineering, of the same plant.

Martin Oliverio, Planning Department, Long Island, married Rose Cicala.

William J. Hahn, Machine Shop, Long Island City, was married Easter to Prena Pretis.

EMPLOYEES TO RECEIVE SERVICE PINS SOON

Service pins for Brewster employees who have worked for the company for at least three years will be distributed soon. The pins will represent ten, five and three years of service. They will be of gold, silver and bronze, respectively.

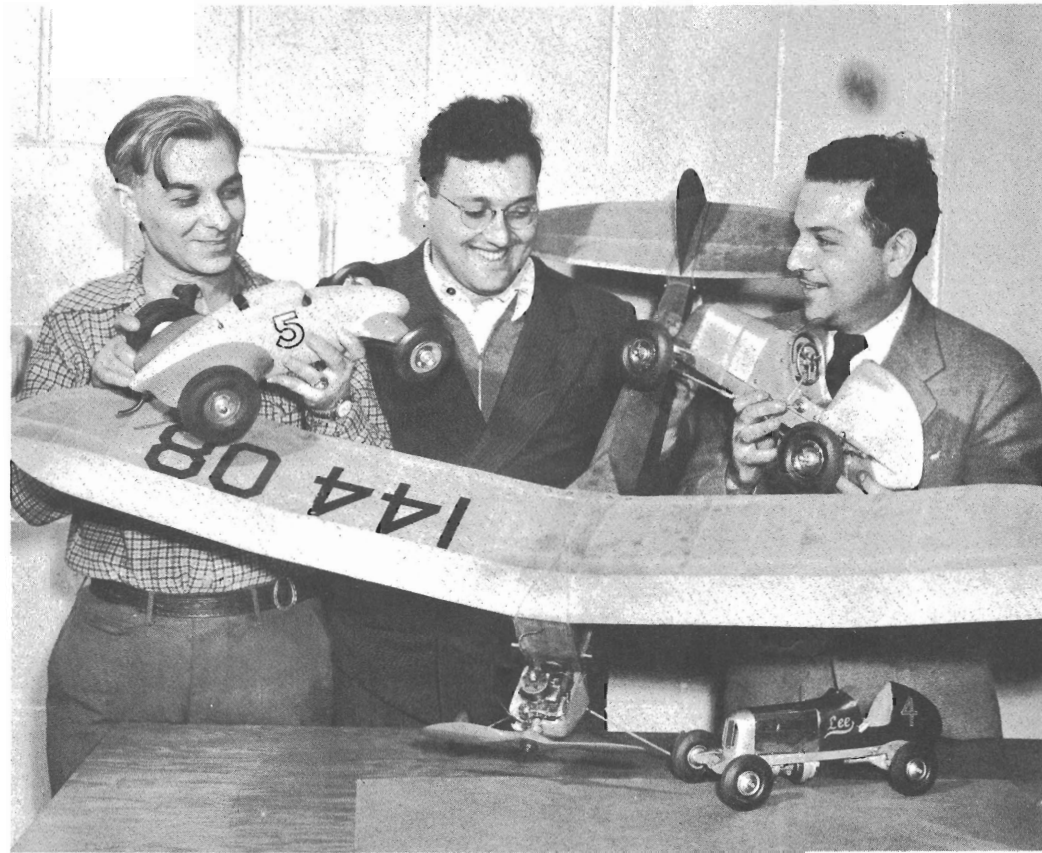
The pins are of very good quality and have a high value, and for this reason they will not be replaced if lost. Each pin is numbered.

The length of service will be computed as of Dec. 31, 1942, and will change on a six months basis. In other words, if a person were employed ten years as of Jan. 1, 1943, he or she would not be eligible for a ten-year pin until June 30.

An announcement will be made soon as to the time, place and method of distribution of the pins.

PARTY FOR STEWARDS

E Department night-shifters at Johnsville are still talking about the big victory party tendered by the recently elected stewards in their section. Hosts for the owl party were Stewards Lou Delaney, Angelo Sellaro, Bob Walsh, Gene Marley, Joseph Odor, Jack Crevling and Horace Vinson. Scene of the festivities was Roberts and Manders Hall, Hatboro.



MODELS THAT REALLY GO are exhibited by these Long Island employees. Maurice Patagine (left) and his auto racer; Sanford Slade with a model plane, and Lee Hariton (right) with two racing cars. All are gasoline powered. Patagine and Hariton have taken prizes in competition, while Slade's plane, with a five-foot wing spread, has flown out of sight in eight minutes.

Emil Mayer and Wife, Speedboat Racers, Veterans of Albany-New York Grind

Emil A. Mayer, 23, a group leader in Final Assembly on the F3A, in Long Island, didn't mind it a bit when OPA decided to ration gasoline, but when it became difficult to obtain alcohol fuel for speedboats, that was another story.

Mayer is one of the country's leading figures in outboard motorboat racing, a veteran of the famous Albany-New York marathon, and has a wife who also is crowding him for top honors. Between the pair they have accumulated at least 30 trophies and numerous cash prizes.

A professional outboard racer for four years, Emil finished the 150-mile Albany-New York race in 1940 and 1941 in 5th position, but in the former year was one of eight out of 97 contestants to finish the grueling race. His time for the course was eight hours.

A year later under less trying conditions he finished the race in three hours and six minutes, losing third place by an accident.

Mrs. Mayer is the only woman ever to have finished the Albany-New York race. Though she did cross the finish line, she was disqualified for being 15 minutes over the time limit set for the race.

Outboard racing was responsible for the marriage, 18 months ago, of the Mayers. For three years Emil coached his wife-to-be in all types of craft and the pair traveled to every Eastern boat club displaying their



FAST GUY IN A BOAT. Eastern followers of outboard racing have heard much about Dottie and Emil Mayer, shown here with some of their trophies. Mrs. Mayer is the only woman ever to finish the gruelling Albany to New York race, while Emil finished three times "in the money." Mayer is a leadman in Final Assembly on the F3A at Long Island.

talents. Incidentally, Emil is a member of the exclusive "Helldivers" whose members must have upset in at least three outboard motorboat races.

Do you realize that by investing at least 10 percent of your income in Bonds you will be doing yourself a favor—a favor you will be mighty thankful for in years to come?—**DALE CARNEGIE.**

WHAT THEY THINK

By the Roving Reporter

QUESTION: Which branch of the armed forces do you prefer?



Frank Urso, Metal Shop, Newark: I like the Marine Corps. Boy, if you're not a man they sure can make one out of you. The Marines, to me, are the toughest, best trained fighting outfit in the world and when I am ready to go I hope I succeed in joining them.

Sophy Chislik, Time Study Section, Long Island: Two of my brothers were in World War I and another brother is a staff sergeant and is now in Texas. My sister became a WAVE last week, but my favorite branch of service is the Army.



Dorothy Regan, B Department, Newark: With eight nephews in the Navy and six nephews in the Army it is difficult to say which branch I like best. I do like the way our Army gets things done and I think they are doing a swell job in training our boys.

William Gaherty, Guard, Long Island: My nephew is a cadet in the Army Air Corps and I am working in the aeronautical industry, but on Navy planes. I like the Army Air Corps though, because of the swell job our boys are doing with the thousands of various type planes which roll from our factories. What the Army is doing over Europe should make any American put out his chest with pride.



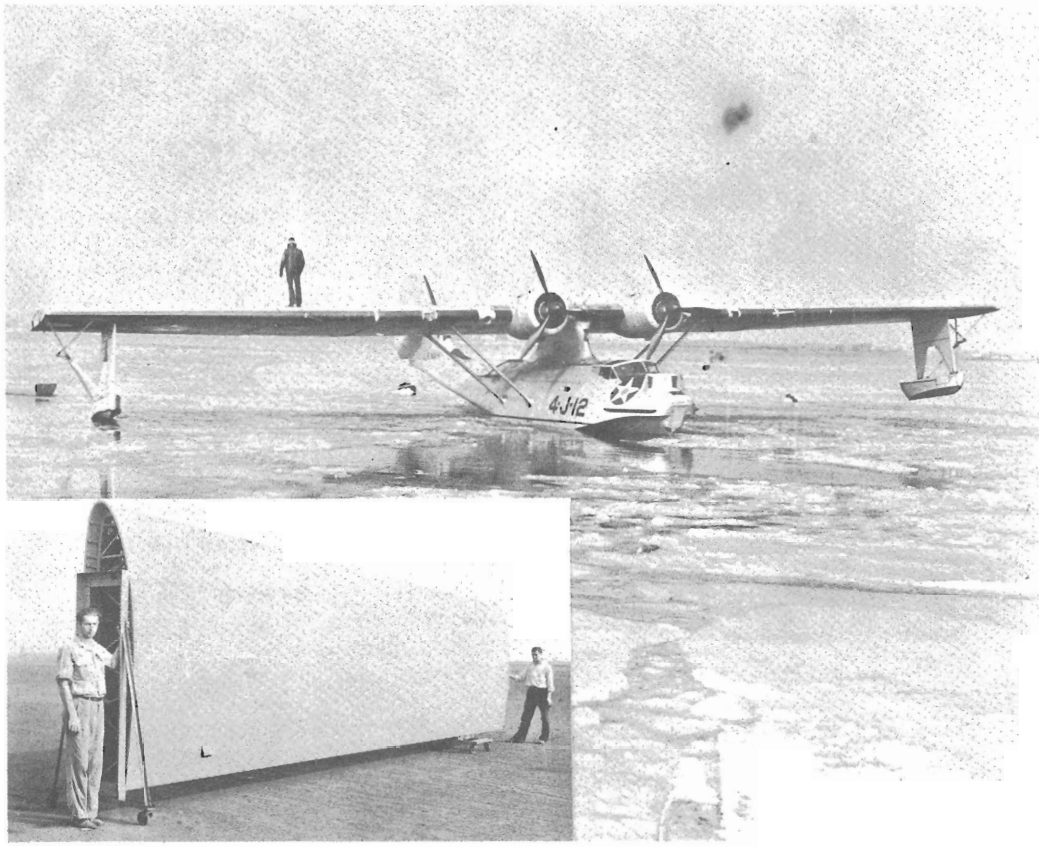
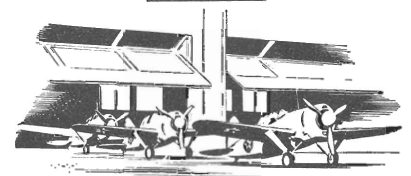
Stock Clerk Is Artist and Clay Modeler

This picture is artist Ralph Vassallo's conception of movie actress Rita Hayworth.



Vassallo, a stock-room clerk at Long Island, also models in clay. Before coming to Brewster, he worked for a commercial artist.

Ralph designed stage settings in high school, studied drafting at Brooklyn Poly Tech, and aircraft lofting at Brewster. His father works in the Wing Department and his brother, now in the Army, was also a Brewster builder.



A CATALINA, with its Newark-built floats and braces in a lowered position, lies at rest in an ice-choked harbor. An outer wing panel (inset), Brewster-built, is rolled from the Newark plant. Charles Kremp (left) and Wendell Szakaly, F. Department, stand beside panel.

Plane Photo Official U. S. Navy

Newark Brewster-Built Parts Stand Up As Catalina Bombers Go to War

New PBY Contract

A new contract for the manufacture of wings and floats for Navy PBY-5 Flying Boats has been announced by Frederick Riebel, Jr., president of Brewster.

The contract is with Consolidated Vultee Aircraft Corporation and will be filled by Brewster's Newark division.

Weeks ago Brewster arranged with Curtiss-Wright Corporation to manufacture wings and sub-assemblies for the Army's new C46 transport planes. The decision by the Navy to obtain more PBY-5's for patrol purposes resulted in Brewster getting this new order which will go into the Newark shops without interfering in any way with the C46 operation.

set the port engine afire, severed the carbon-dioxide fire extinguisher line which put the fire out. It flew 300 miles to a base, where in 36 hours it was again readied for another flight.

Rescue work is second nature to the Catalina. Up on the bleak ice caps of Greenland, a Cat, in two hairbreadth maneuvers, rescued 15 stranded Army airmen from a downed Flying Fortress. In the Caribbean, another Cat picked up 16 men and a woman who had drifted for days on a ten-foot raft.

Most recent of the engagements in which the PBY's participated was the Battle of the Bismarck Sea, in which they assisted MacArthur's land-based bombers in the destruction of 22 Jap ships.

NEWARK employees can be proud of the part they are playing in building outer wing panels, surface controls, floats and braces for the mighty Catalina patrol bombers. A great airplane eight years ago, it has proven to be even greater today.

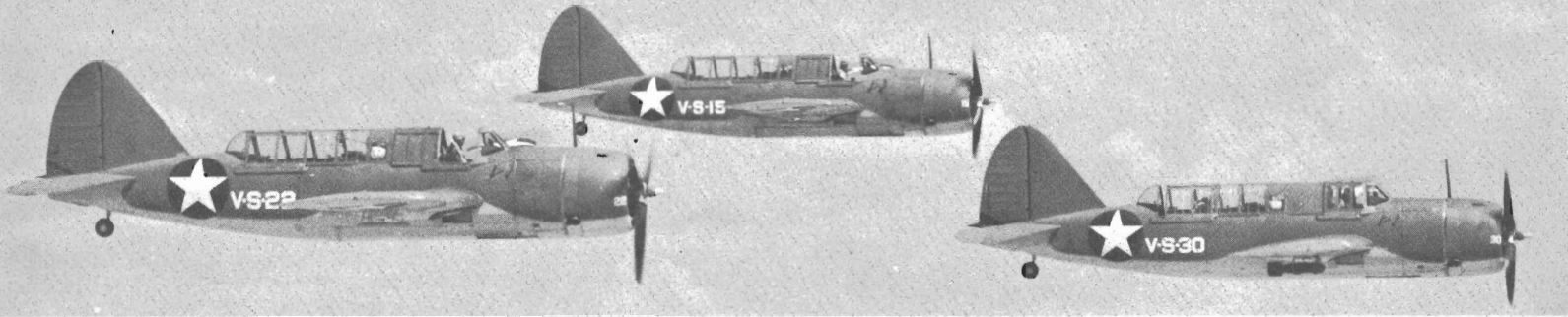
Capable of attaining a speed of only 185 miles an hour, the Catalinas, designed in 1933 as patrol bombers and weighing 15 tons, are furnishing the background for one of the most colorful sagas of the war. A "Cat" on British coastal patrol was responsible for spotting the German battleship Bismarck, which was sunk.

It was a Catalina which sounded the alarm of the approaching Jap fleet off Midway, and it was the twin-engined slugger that held the line in the Aleutians until help arrived. PBY pilots harassed the invading Japs with fighter tactics, but remained in action until their gas tanks ran dry.

One Catalina, hit by a Jap Zero, had its rudder wires shot away, but continued in combat making 90 degree banks and turns with one Brewster-built aileron. It shook off the Zero, climbed inside a cloud bank to safety, ran out of gasoline and then glided to a safe landing. Another Catalina rescued the entire crew.

The quality of a Newark-built wing and a remarkable story of the ship's performance was related after an engagement with a submarine. A Catalina flying at low altitude had a huge hole blown in its port wing by a bomb blast. The blast severed fuel and oil lines,

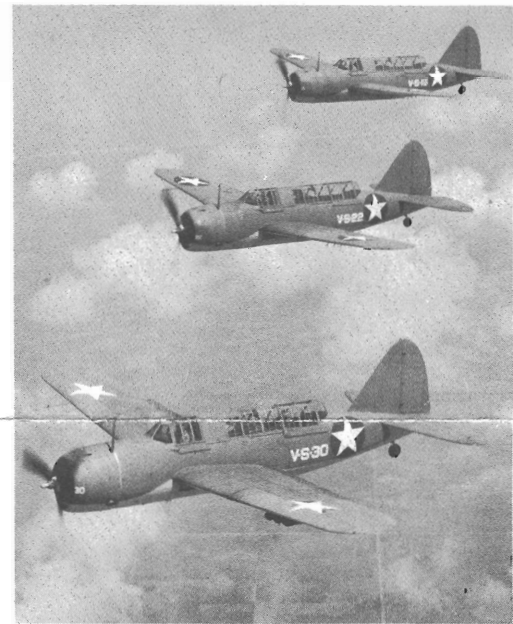
Brewster Planes in Service



BREWSTER BUCCANEER DIVE BOMBERS fly in formation over Vero Beach, Fla., Naval Air Station.



BUCCANEER AT VERO BEACH with wing bomb load.



THREE IN FORMATION. Pilots who flew these Brewster planes praised them to the skies.



BREWSTER BUCCANEERS at Vero Beach get check test by Navy mechanics before going into the air.



BREWSTER PLANES are in service for the Navy at many training stations in this country. This is a line of Buccaneers at Vero Beach, Florida.



THREE PLANTS TO HAVE WOMEN COUNSELORS

Women employees faced with personal problems at home and at work will have an opportunity to discuss them with three new women's counselors who will have offices in each of the company's three plants.



Mrs. Davall

Mrs. Erma R. Davall has already assumed her duties as Director of Women at Johnsville. In this capacity she will serve as a consultant on personal problems and will also cooperate with department heads in maintaining work standards and conditions. Her office is located in the personnel building, and appointments can be arranged by an "AVO" from foremen or supervisors.



Miss Keefe

Miss Grace Keefe, employed in a similar capacity at Newark, will make her office in the Personnel Department. Women employees can discuss problems with the new counselor by getting permission of their superiors.

Arrangements have been completed for establishing a similar position in Long Island.

Party for Soucek

Four luscious cakes and a lot of candy were consumed in jig time when Long Island's mahogany row celebrated the birthday of vice president Zeke Soucek.



Zeke Soucek

President Riebel obliged by keeping Zeke busy in conference until it was time for everybody to sing "Happy Birthday" and gorge themselves on the confections.

Soucek not only succeeded in blowing out all four candles which adorned the cakes, but also in keeping his age a complete state secret.

WORKERS AID RED CROSS

The Red Cross Fund is greater as a result of recent Brewster employee contributions. In Newark, where Red Cross women workers solicited, \$837.64 was collected. Long Island plants were canvassed by representatives of Local 365, who collected approximately \$1200.

MODEL			MODEL
BREWSTER F3A			
U.S. NAVY FIGHTER TEMPLATES			
SCALE 1:72	SERIAL NO. E-1	DATE 2-6-43	
U.S. NAVY BUREAU OF AERONAUTICS WASH. D.C.			

TEMPLATES for building an accurate scale model of the Brewster F3A shipboard fighter. These templates were prepared by the Navy Bureau of Aeronautics.

FINAL ASSEMBLY details of the F3A model are contained on this print which also lists the F3A's special identification features.

MODEL			MODEL
BREWSTER F3A			
U.S. NAVY FIGHTER FINAL ASSEMBLY			
SPAN 6-27/32"	SERIAL NO. E-1	DATE 2-6-43	
U.S. NAVY BUREAU OF AERONAUTICS WASH. D.C.			

WELFARE FUND DRAWING

The Employees Welfare Fund at Newark will sponsor monthly War Bond drawings beginning May 21. On the basis of a \$1000 sale of tickets the following bond awards will be made: prizes 1 to 5, five \$100 bonds; prizes 6 to 10, five \$50 bonds and prizes 11 to 20, ten \$25 bonds.

The sale has the endorsement of both management and Local 365. Profits will be added to the Welfare Fund for emergency financial assistance to Newark employees.

VETERANS ANNOUNCE PLANS

The Brewster War Veterans Club, Long Island, will hold a dance May 22 at Kneer's ballroom, Astoria, L. I., at which the fife and drum corps will play. On May 30 the club will take part in Memorial Day observances at the Edward J. Lange American Legion post in Woodside, L. I. E. J. Walsh, Brewster personnel director and a member of the club, will speak.

Every \$3 of Payroll Savings now will pay you \$4 later.

