

Allison
WAR ALBUM



DOOLITTLE PAYS CITY BRIEF VISIT

Famed Flier Lauds Allison
Workers, Hurries Back
To 'Shangri-La.'

Brig. Gen. James H. (Jimmy) Doolittle, flight leader of the Tokyo bombing squadron of the American air force, dropped in for a brief visit at Allison's for a renewal of old acquaintances late yesterday.

He talked briefly with F. C. Kroeger, general manager, and reported that "the war department is highly pleased at the job being done by Allison workers."

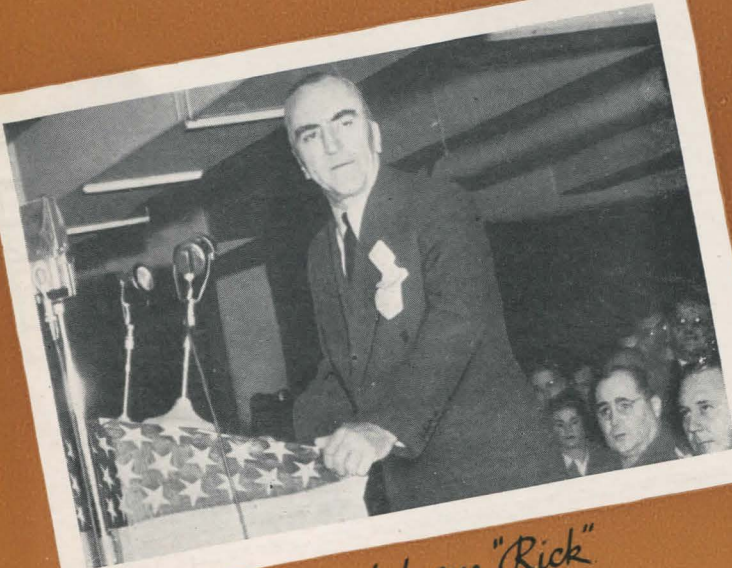
The remainder of his visit was spent in looking up friends he made in the factory during his six months as army air corps resident inspector at Allison's.

He had nothing to say about his immediate plans, except that "I pulled in from Shangri-La, and I'm going right back."

And he did.



Jimmy Doolittle & friends



A word from "Rick"



*Gov.
Henry Schricker
of Ind.*

PLANT VISITS ▲ As successes in aerial battles carried the name of Allison around the world, leaders both in the military and civilian activities of the United Nations came to visit the Home Front sector which was responsible for creating and producing America's liquid-cooled aircraft engine which war had proven one of the most dependable. They came to praise, to pay tribute and also to explain the need for ever greater and greater production. Many of these had seen Allisons in action in the principal theatres of war; some

of them had flown Allison-powered fighters in actual aerial combat. ▲ They could report from actual experience upon the reliability of the engine under the severest tests. Particularly significant was the praise for this powerplant used in long-range fighters on bomber-escort duty in the vital and dangerous work of softening up Berlin. ▲ One and all they concluded their visits impressed with what they had seen—an arsenal of democracy producing for ultimate victory at full capacity and at a rate undreamed of before the war.

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SYMBOLS

LC	Deferred Cablegram
NLT	Cable Night Letter
	Ship Radiogram

WU BA156 VIA RCA=F LEIYUN APR 21 NLT

OTTO T KREUSSER ALLISON DIVISION=

GENERAL MOTORS CORPORATION INDIANAPOLIS INDIANA USA=

KUNMING CHINA CABLE DATED APRIL EIGHTH GREETINGS TO ALL

ALLISON ENGINE PLANT WORKERS FROM THE COMMANDING OFFICER AND

FIGHTER PILOTS AND GROUND MAINTENANCE CREW OF THE AMERICAN

VOLUNTEER GROUP OPERATING IN CHINA AND BURMA STOP OUR PILOTS

FLYING CURTISS P-40 PURSUIT AIRPLANES EQUIPPED WITH ALLISON

LIQUID COOLED ENGINES HAVE BEEN EXTREMELY SUCCESSFUL IN THEIR

FLIGHT OPERATIONS AGAINST THE INVADING JAPANESE AIR FORCE

YOU MEN AND WOMEN OF ALLISON HAVE DONE AN OUTSTANDING JOB

IN BUILDING THE ALLISON ENGINE WITH SUCH FINE PRECISION AND

CAREFUL WORKMANSHIP WITH THE RESULT THAT THE PERFORMANCE OF

THESE LIQUID COOLED ENGINES HAS BEEN ABSOLUTELY AMAZING

UNDER THE MOST GRUELING WARTIME FIGHTING CONDITIONS

COLONEL C L CHENNAULT CHINESE ARMY, COMMANDING AVG.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

*With A.V.G.
in China*



*The performance
was amazing*

ALLISON IN ACTION ✦ Wherever the United States Army Air Forces fought in the air, there too the Allison engine saw service. No other engine was in service in so many different areas of combat. ✦ Long before the entry of the United States into the conflict it was the sole fighter powerplant of the men of Chennault. The fliers of the American Volunteer Group called its performance amazing—and there was no place in their scheme of fighting for a machine which had to be pampered, that could not “take it” in the

field. Sent forth under the terms of Lend-Lease, it was a veteran of the skies in the Middle East, the Near East and in Russia while the country of its makers was still at peace. Tried in the crucible of aerial combat and under actual war conditions its bases of operations increased one by one as the war spread around the world. It was at Pearl Harbor. It was at the defense of the Philippines. It was with MacArthur in Australia. It knew the dust of the Libyan desert and the corroding dampness of New Guinea jungles. It served on bomber



In Australia



*At Dutch Harbor
The Aleutians*

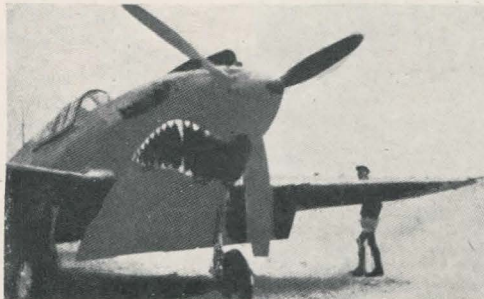


In North Africa

escorts over Germany and Western Europe. The stresses of global warfare can be no more heavily imposed in the mechanical world than upon a moving machine required to perform equally well from snow-filled airports of Alaska and Russia and from heat and sand-drenched fields of Africa. This the Allison engine did. But this was not the sum of the remarkableness of its record of performance. Different planes are designed to perform best at different specific altitudes. When an air force is on the defensive most of its aerial fighting

must be done at high altitudes—by fast interceptors, by planes deployed far out in space, prepared to dive and pounce. This lesson the Flying Tigers learned early and well. They performed the maneuver in Allison-powered Warhawks. The early advance of the Japanese through the Aleutians toward Alaska was checked in the air by high-altitude operations. These were carried out by Lockheed Lightnings—Allison-powered. The story was the same in the hopeless defense of the Dutch East Indies; the same again in the holding of Guadal-

ALLISON-POWERED P-40s STRIKE IN DEFENSE OF DUTCH INDIES



This Tomahawk is similar to the P-40s now fighting in Dutch Indies. The decorations that make it look like a hungry shark were added by RAF pilots.

WASHINGTON, Feb. 5.—American army, Allison-powered P-40 pursuit planes struck their first blow in defense of the rich Dutch East Indies by tackling a "greatly superior" Japanese formation, shooting down one bomber and a fighter with loss of one of their own squadron, the War Department disclosed today.

It was the first known instance of American fighter planes, perhaps the vanguard of a steady stream of American aerial reinforcements, going into action on the southwest Pacific battlefield. The announcement followed yesterday's disclosure by Allied Generalissimo Sir Archibald Wavell that American and British reinforcements are en route to key sectors.

The Curtiss P-40s have proved their fighting ability in the battle of Libya, where the British have christened them "Tomahawks." They likewise have been used effectively in the Phil-

Material Control
The newspapers are full of talk about the war and Japs. About the men who'll have to walk Or ride upon scraps. About the ships that have gone down And those that have survived. But quite the best news in the town— P-40s have arrived!

The headlines screamed upon the street Are news from shore to shore. And anyone you chance to meet May ask of Singapore. There's news about the enemy And how their planes have dived Upon our men—but did you see— P-40s have arrived!

Supply of sugar won't endure And cooks may be perplexed And none of us are really sure What may be rationed next. But what is most important now— And spirits are revived— Is everyone is reading how P-40s have arrived!

We're sure the tide of war will change For those across the seas. And when the Tomahawks get range Pity the Japanese. Pearl Harbor will be mild, I'll say. As that to be denied. From yesterday's communique— P-40s have arrived!

ippines, where MacArthur has a small fleet of them at his disposal.



... waits war test.

That means the current model is the fifth improved fortress to take the air. Whether there are models beyond the B-17E series, the army will not say.

The B-17E meets many of the earlier objections to the fortress. It is about five feet longer than earlier models, has considerably more gross weight and fire power has been stepped up remarkably (exactly how much the army still has not made public). It carries power-operated gun turrets above and below the fuselage, and a stinger turret in the tail and is regarded by the army as capable of meeting an attack from any angle.

The fortress has a speed well in excess of 300 miles an hour, considerably slower than top-notch fighters, but fast enough to get it get-away class.

The combination of defensive armament, speed and sharp-shooting bombing ability from altitudes of 20,000 and above, have forced even the bitterest critics to admit the fortress has no peer as a daylight bomber.

The U. S. planes which the experts are most anxious to see tested in this war zone are the Lockheed P-38, called the Lightning by the British, and the Republic P-47, the Thunderbolt.

The Lockheed is a low-wing fighter powered with two 1150-horsepower Allison engines and rated by the U. S. army as "the fastest military airplane in the world." It was designed particularly as a high altitude, long-range escort for fortresses.

This is the plane which went from the Pacific to the Atlantic coast in seven hours, 28 minutes and 25 seconds. That record was set three years ago and it is reasonable to suppose that the models being built today are capable of even better performance.

The P-47, or more properly the P-47B, is generally regarded as the "hottest" fighter in the American air armory. It was a 2600-horsepower Pratt & Whitney radial air-cooled engine and is rated by American experts as the fastest single-engine plane in the world.

It is capable of more than 400 miles per hour in level flight and has been clocked in power dive tests at 680 miles per hour.

This plane is hoped to be the answer to the Nazi Focke-Wulf 190.

Until the Thunderbolt and Lightning have been tested in the laboratory of war it cannot be said definitely that they are the top planes in their respective categories. But in the opinion of experts who have seen them all the U. S. planes are odds-on bets to come through that test with flying colors.

American Planes Are 'Right,' The Men Who Fly Them Say

By JOE ALEX MORRIS
United Press Foreign Editor

LONDON, Oct. 9.—Don't sell American warplanes short. That comes from the men who know—the airmen of the United States and Britain.

They feel that there has been a great deal of bunk written regarding the performance of American planes.

Both American and British experts now are convinced of the following:

1. America has planes—including fighters—that compare favorably with the best in the world.

2. America is on the right track with its airplane production which may prove even more important in winning the war.

Show Well in Battle

It was disturbing to return to the European war theater eight months after the United States became a belligerent and hear bitter criticism—even scoffing—at our aircraft, compared with Spitfires and Messerschmitts.

Battle experience is bringing out the fighting qualities of American aircraft.

For example, the North American Mustang fighter was tested by British pilots at Dieppe and showed itself the top plane in the air for one specific purpose—low level operation in close co-ordination with land forces.

The Mustang, a low-wing monoplane powered with an 1150-horsepower Allison engine is well-

armored, heavily-gunned and maneuverable. Up to 15,000-feet it is possibly the best performing fighter in the air. With a heavier motor, experts say, it would be unbeatable.

Above 15,000-feet, however, the Mustang is a sitting pigeon—almost that—for the high climbing, faster Spitfires, Messerschmitts and Focke-Wulf 190's. The lesson, the experts say, is to use the Mustang for army co-operation—the field in which it is tops and not to judge it by fighter plane standards.

Fortresses Prove Worth

The Boeing flying fortress has been a great center of controversy. But most of these controversies are being exploded by actual performance under fighting conditions.

Some of the criticisms of the fortresses were valid enough, but were directed at earlier models. The Boeing four-motored bomber popularly called the flying fortress is now up—on the officially released list—to the designation B-17E.

Change to the amount of

WESTERN UNION

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to.

WM 5M4 10 0077

TO:DC WASHINGTON DC JUL 27 741P

THE EMPLOYEES OF ALLISON DIVISION GENERAL MOTORS CORP

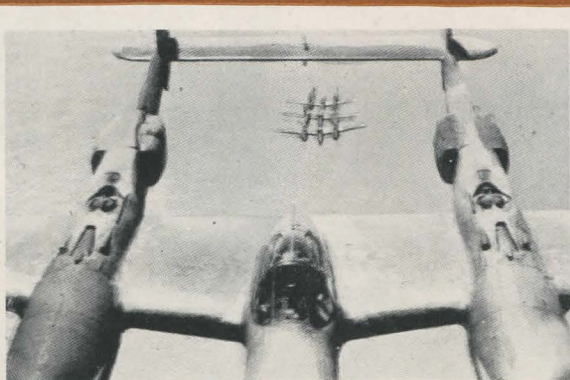
HIGHEST SCORE REPORTED TO DATE FOR A U S ARMY AIR FORCES PILOT IN ONE ENGAGEMENT AGAINST ENEMY FIGHTER PLANES WAS MADE IN A LOCKHEED P-38 LIGHTNING THAT YOU HELPED TO BUILD. JUNE 16 WAS THE RED-LETTER DAY FOR SECOND LIEUT MURRAY J SHUBIN, WHO COMMANDED A FLIGHT OF FOUR LIGHTNINGS ATTACKING MORE THAN TEN JAPANESE ZEROS OVER GUADALCANAL. LIEUT SHUBIN GOT TWO ENEMY PLANES IN FIVE MINUTES. MEMBERS OF HIS FLIGHT SHOT DOWN THREE MORE. THEN LIEUT SHUBIN ALONE CLOSED WITH FIVE MORE ZEROS. AT THE END OF FORTY MINUTES OF GRIM AERIAL DUELING HE HAD SHOT DOWN THREE OF THOSE FIVE JAPANESE PLANES. PROBABLY DESTROYED THE FOURTH AND SENT THE FIFTH RIGHTTAILING FOR HOME. THE RECORD DESTRUCTION OF FIVE ENEMY PLANES BY LIEUT SHUBIN MEANT THAT YOU ON THE PRODUCTION LINE HAD DONE YOUR WORK EXCEEDINGLY WELL, AND I THOUGHT YOU WOULD LIKE TO KNOW IT.

GILES MAJOR GENERAL USA ASSISTANT CHIEF OF AIR STAFF FOR OPERATIONS

COMMITMENTS AND REQUIREMENTS ARMY AIR FORCES

821A JUL 28

Highest Score



*Allison-powered
Lockheeds
on their way*

canal. Congratulating the employees of Allison on their war efforts, Asst. Chief of Staff for Operations Major General Giles reported one of the highest scores ever attained in aerial battle as occurring in that engagement, and it, too, was made with Allison-powered Lightnings. "Highest score reported to date for a U. S. Army Air Forces pilot in one engagement against enemy fighter planes was made in a Lockheed P-38 Lightning that you helped to build," General Giles telegraphed the employees of Allison. In the incident

on which he was reporting a second lieutenant got two enemy planes in five minutes and before the engagement was over he had become an ace in World War II, bagging a total of five enemy fighters. Meanwhile in the European and African theaters Allison-powered fighters were equally active. Dieppe, as an exploratory thrust at the Fortress of Europe, will long be remembered. In this undertaking Allison-powered Mustang P-51A planes were effectively used. The United Press said that this fighter, designed purposely for low alti-

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ND7 LG GOVT WAR WASHINGTON DC JUL 27 715P

TO THE EMPLOYEES OF ALLISON ENGINEERING CO "DPLS

THE RECORD OF ONE THOUSAND SORTIES IN 35 DAYS ESTABLISHED BY THE UNITED STATES
ARMY AIR FORCES PIONEER GROUP OF NORTH AMERICAN A-36 FIGHTER-BOMBERS IS A CREDIT
TO YOU MEN AND WOMEN WHO PRODUCED THOSE PLANES A-36 FIGHTER-BOMBERS OVER SICILY
IN ONE WEEK SHATTERED TEN ENEMY LOCOMOTIVES AND SCORES OF FREIGHT CARS TO CITE
ONLY ONE EXAMPLE THEY CLIMAXED THEIR THOUSAND SORTIES BY DESTROYING THE NAZI
LUFTWAFFE HEADQUARTERS IN SICILY THE A-36 HAS PROVEN ITSELF A COMBAT PLANE WORTHY
OF THE BEST PILOTS AND WORKERS

GILES MAJOR GENERAL U S A ASSISTANT CHIEF OF AIR STAFF FOR OPERATIONS
COMMITMENTS AND REQUIREMENTS ARMY AIR FORCES

803A

35 A-36 A-36 A-36

1,000 Sorties in 35 days

TOMAHAWKS TAKE TOLL

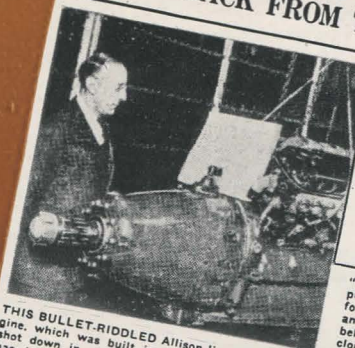
Kipling Sequel

In the January 12 issue of "News
Week" an article—"Kipling Sequel"
—appeared. It is reprinted below.
Don Peters, dept. 493, the artist whose
work appeared in the center spread
of the "AllisonNews" Christmas issue,
gives his impression of the final phase
of the battle described in "Kipling
Sequel."

"Moulmein, Burma, with its silty,
picturesque harbor and gilded pagodas
framed by thickly wooded hills, used
to be a sleepy Oriental backwater,
kept alive for the outside world by the
Tommy in Kipling's "Mandalay" who

yearned to be 'by the old Moulmein
Pagoda, lookin' lazy at the sea.' Moul-
mein came to life as a strategic center
of the war when the RAF established
an air base near the city.
"Last week the Japanese squadron
attempted to raid the base. It was
met by three American Tomahawk
planes, piloted, according to the Brit-
ish radio, by American volunteers.
Three of a battle near Moulmein, and
the Tomahawks thereupon chased the
rest more than 70 miles to their base
in Thailand and destroyed four more
as they were attempting to land."

BACK FROM THE WAR IN LIBYA



THIS ALLISON ENGINE IS BEING SENT TO YOU IN
RESPONSE TO YOUR REQUEST FOR ONE OF YOUR ENGINES
STRAIGHT FROM THE BATTLE IN THE WESTERN DESERT. IT
IS ONE OF MANY OTHERS THAT HAVE BEEN GIVEN MAGNIFICENT
SERVICE. THIS ENGINE BEARS SIGN OF BATTLE ACTION.
TRUST IT. REMEMBER YOU IN TIME FOR YOUR CELEBRATION ON
17th DECEMBER. TELL ALL ALLISON WORKERS THEIR EFFORTS
ARE HEAVILY APPRECIATED BY THE ROYAL AIR FORCE
WHO ARE NOW FIGHTING BEHIND THEIR ENGINES CONTINUOUSLY.
BEST WISHES FROM THIS SIDE

"GIVING MAGNIFICENT SERVICE"—This sign,
printed by an R.A.F. soldier in Libya on the back of a
food carton, praises the American-built Allison engines
and advises that the Royal Air Force is now fighting
behind these engines continuously. It was found en-
closed with the bullet-riddled engine when uncased in
this country.

THIS BULLET-RIDDLED Allison liquid-cooled en-
gine, which was built in the United States and
shot down in an R.A.F. fighter plane in Libya,
has just returned to this country and will be
exhibited to Allison workmen. Picture shows Fred
C. Kroeger, general manager of the Allison Divi-
sion of General Motors, inspecting the engine
when it arrived "back home" at the Allison factory.

Mute but dramatic testimony
that American war material has
what it takes when it gets to the
fighting front, is supplied by a vet-
eran Allison liquid-cooled aircraft
engine which saw heroic service in
an R.A.F. fighter plane in Libya,
and which has just been received
in this country.

One of Thousands
It is one of several thousand Alli-
son engines in United States Army
and R.A.F. overseas service and
the first to come "back home," and
will be exhibited to Allison work-
ers.

Officials of the Allison Division of
General Motors were permitted to
disclose that, after long service,
the RAF plane powered by this

without otherwise
engine.

When unpacked for fumigation
against typhus germs, the crate
containing the engine was found to
contain a sign, laboriously printed
by somebody in the R.A.F. on card-
board evidently from a food carton,
advising Allison factory workers in
this country that Allison engines
are "giving magnificent service."

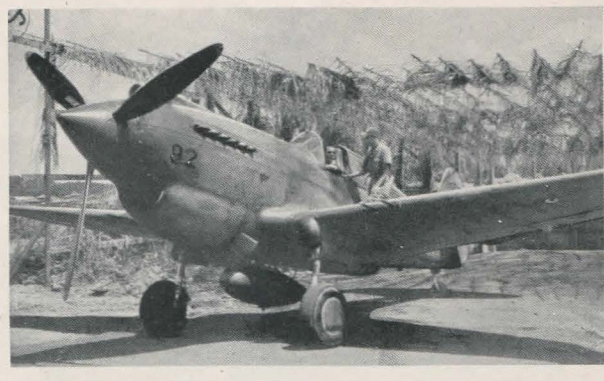
and that the Royal Air Force in
Libya is now fighting behind these
engines continuously.

Arrival Delayed

The veteran engine had been
scheduled to arrive at the Allison
factory by December 17, when Alli-
son, well within the fixed time
limit, reached the maximum pro-

duction goal set for it by the War
Department, but arrival of the en-
gine was delayed by war condi-
tions. British officials sent the en-
gine believing that American work-
men, particularly those at Allison,
would be cheered by visual evi-
dence that their craftsmanship
counts heavily against the Axis.

Efforts Appreciated
"This Allison engine," read the
accompanying sign, "is being sent
to you in response to your request
for one of your engines straight
from the battle in the Western
desert. It is one of many others
that have been giving magnificent
service. This engine bears signs of
battle action. Trust it reaches you
in time for your celebration on 17th
December. Tell all Allison workers
their efforts are intensely appreci-
ated by the Royal Air Force who
are now fighting behind their en-
gines continuously. Best wishes
from this side."



At the defense of Burma

tude work, showed itself the top plane at Dieppe for
this purpose. Then with the beginning of the North
African and Italian campaigns the United Nations
went upon the offensive with a vengeance. In such a
military operation low-attack and ground cooperation
fighters become the important contribution of air
power. Flying low and fast out of the smoke of battle,
spreading destruction on enemy gun emplacements,
rail heads and junctions and military depots, there flew
to fame a new American aerial fighter, the North Amer-

ican A-36 Invader—Allison-powered. Again General
Giles reporting on this performance telegraphed a
message to the employees of Allison, saying, "The
record of 1,000 sorties in 35 days established by the
United States Army Air Forces pioneer group North
American A-36 fighter-bombers is a credit to you men
and women who produced those planes." In action
Allison engines established a reputation of bringing
their pilots home. As proof of this, RAF mechanics re-
turned a shot-up Allison which became a famed exhibit.

BUSINESS

Allison Sending Trained Mechanics To Service Motors All Over World

By ROGER BUDROW

MAKING ALLISON AIRPLANE ENGINES and getting them to our fighters at the fronts is only a part of the job. Granted, it is a big part. General Motors has spent millions of dollars on the huge Allison plant here and hired thousands of workers to make the famed liquid-cooled motors.

But Allison has pioneered in some other fields that, while not as spectacular, are just as important. Important enough that General Motors has seen fit to adopt the Allison policy for other parts of the big company.

This policy is simply that that motor must have care—expert care—at the front. There must be mechanics at the front who know that motor inside out and who have plenty of spare parts on the spot to repair it.

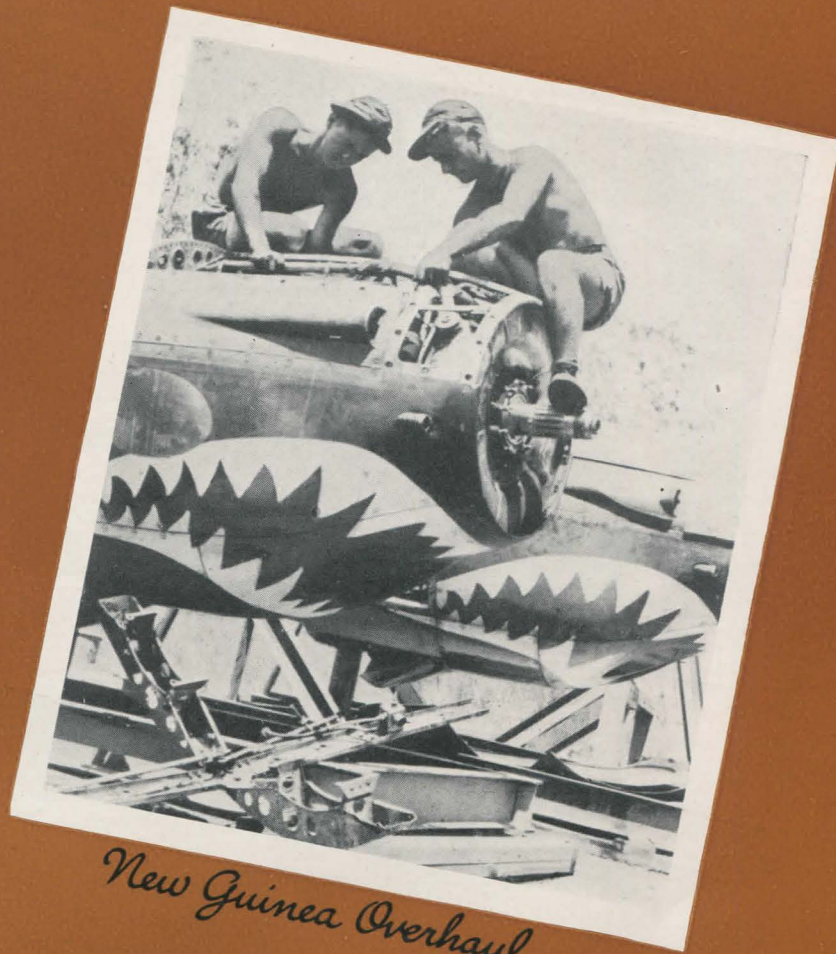


Roger Budrow

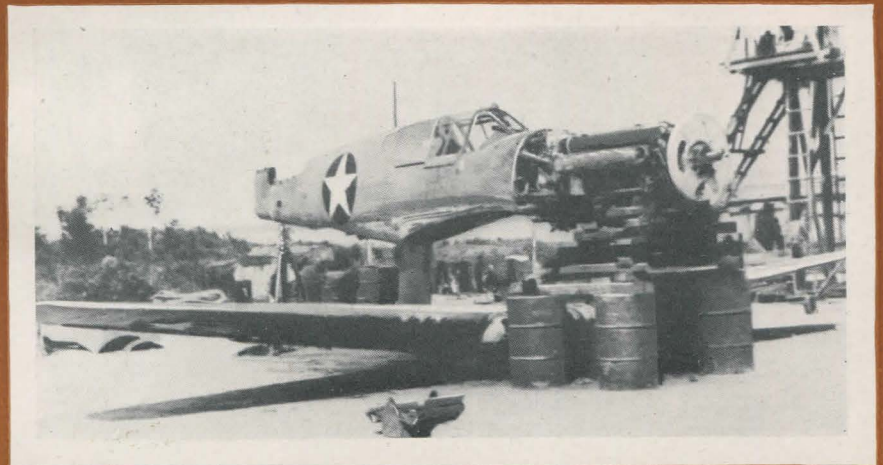
Seems simple enough, doesn't it? But who is going to do it? Allison decided long ago that, inasmuch as its men made the motor, its men would know best how to take care of it. So it began training mechanics for the Air Corps. More than 800 Americans, Canadians, British, New Zealanders and Chinese have had from one to three months' training here. Most of these men are instructors now. Allison can train 71 men a month but its school is going to be expanded now.

In addition to its school here Allison operates "road schools" at flying fields and depots, at basic aviation training centers run by the Air Force and commercial flying schools. Allison-trained mechanics are all over the world now servicing motors at bases on the fronts.

General Motors is going to spend \$5,000,000 this year putting this Allison policy into effect in its other divisions which manufacture trucks, Diesel engines, tanks and so on.



New Guinea Overhaul



On a South Pacific Isle

SERVICING ALLISONS AT WAR In mechanical warfare machines as well as men must be maintained to fighting fitness. The best soldiers are useless without weapons not only designed to the highest standards but capable of being maintained in perfect working order wherever they may be used. As air forces of the United Nations all over the world found greater need for the Allison engine, wider and wider became the organization necessary to maintain those engines in perfect performing condition thou-

sands upon thousands of miles from their place of manufacture in the heart of Indiana. In addition to maintenance depots all over the U. S. necessary to build up an American Army, similar service centers had to be established in China, in Alaska, in Egypt, in England—wherever men were fighting air battles with the aid of Allison power. Experience in maintaining a world service organization came early to the men of Allison. Foreign field service men shared the hardships and hazards of the American Volunteer Group in China, where

The Keepers of Chennault's Tigers



mobility of maintenance crews plays a vital part
in AVG fighting in China
by TYE M. LETT, JR.

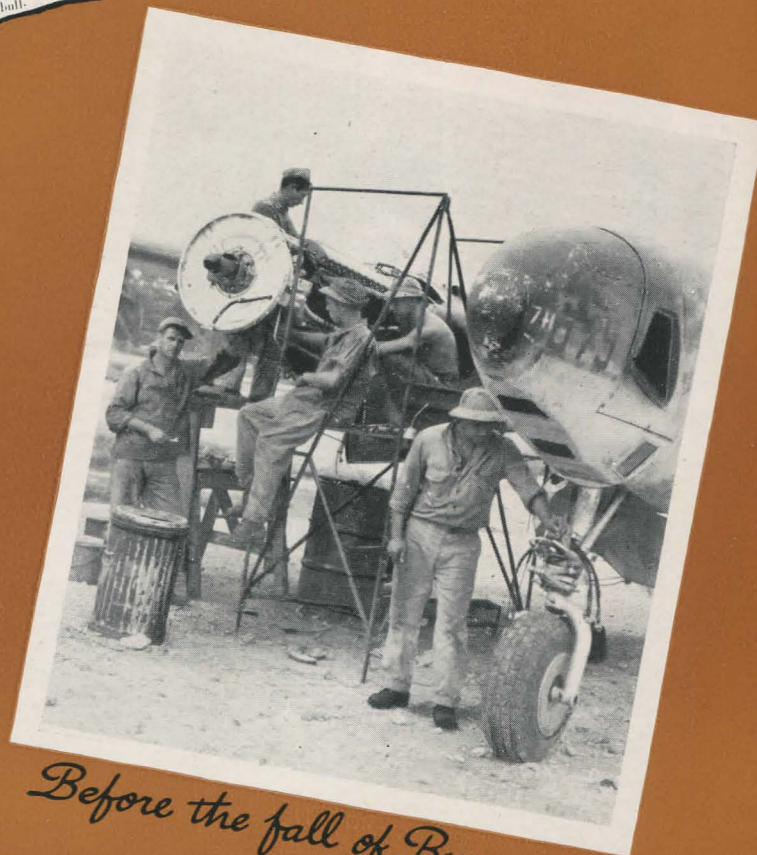
MOBILIZATION was our salvation.
When the air alarm sounded, all
planes on the alert and ready under

This is the second and last part of
an account of organization of ground
service for the American Volunteer

to take the initiative and use power-
driven machinery. One good built-
down, handled by a Texas pilot,
Jones, could do the



Working on an Allison in China



Before the fall of Burma

they won fame as the "keepers of Chennault's tigers." In the repair eschelons of South China, in the jungles of Burma they learned many a trick of a difficult trade, among them cannibalization of shot-up engines—making two partly destroyed motors over into one which could fly again. They were called upon to bring back to fighting fitness engines subjected to wind-driven desert sands, to the corroding effects of jungles, to the snow and sleet of winter-cold Alaskan airports. These field representatives were the vanguard of an

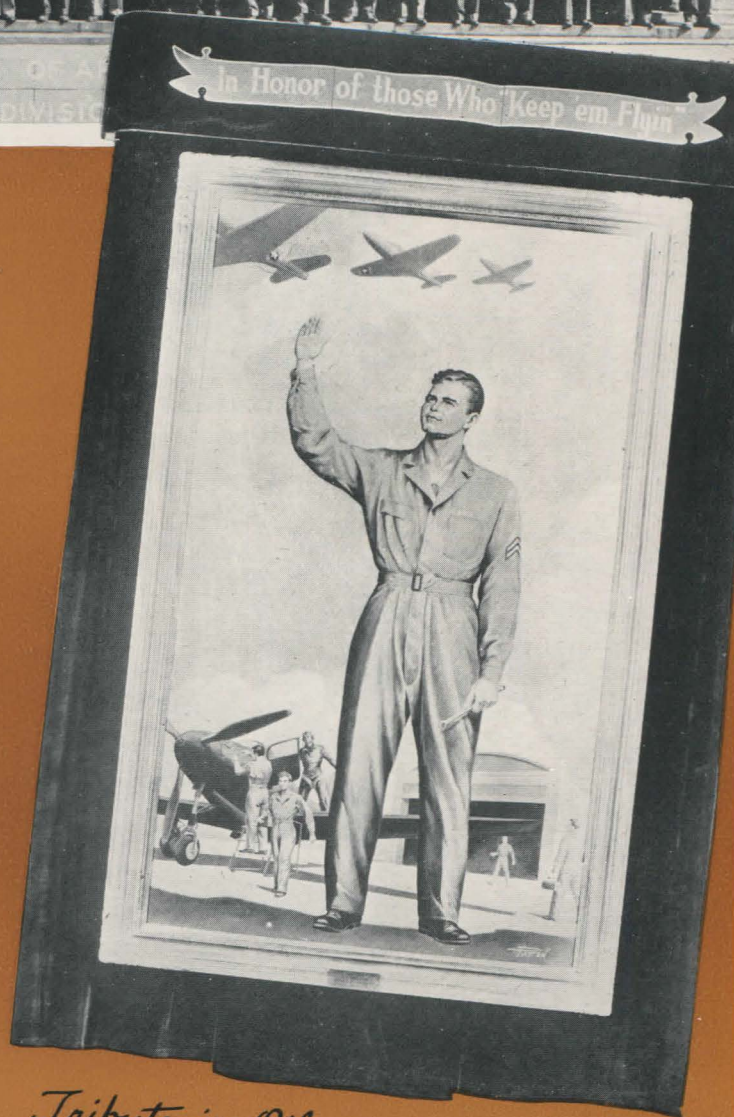
important unit of the Home Front organization, whose responsibilities were superintending a continuous supply of spare parts, instructing Army personnel in the care of engines and keeping constant check upon the maintenance experience learned in front-line repair depots 'round the world. Careful records maintained by maintenance showed that Allison could perform in any clime. Those same records from all over the world also proved how well Allison engines had been designed, and how well Allison workers had done their job.



First Army class



Instruction in the Lab



Tribute in Oil

SCHOOL AND TRAINING / An engine, it has been said, is only as good as the mechanical ability of those who must service it. In order to provide men properly qualified to service Allison engines on duty on war fronts around the world, a training school unique in character and scope was set up as a unit of the Allison organization at Indianapolis. To its doors came mechanics of the United States Army Air Forces and mechanical technicians of the air forces of all of the United Nations flying Allison engines to learn the

assembly, repair and care of the Allison liquid-cooled aircraft engine. In laboratory and classroom, they studied under competent instructors, both men and women. They came to a school where the highest standards were maintained, devoted to the signal importance in modern warfare of the men who "must keep 'em flying." At the Allison School, housed in Plant No. 6, this standard was a watchword epitomized in an original painting by a member of its staff which pays unique tribute to the men of the ground crews of



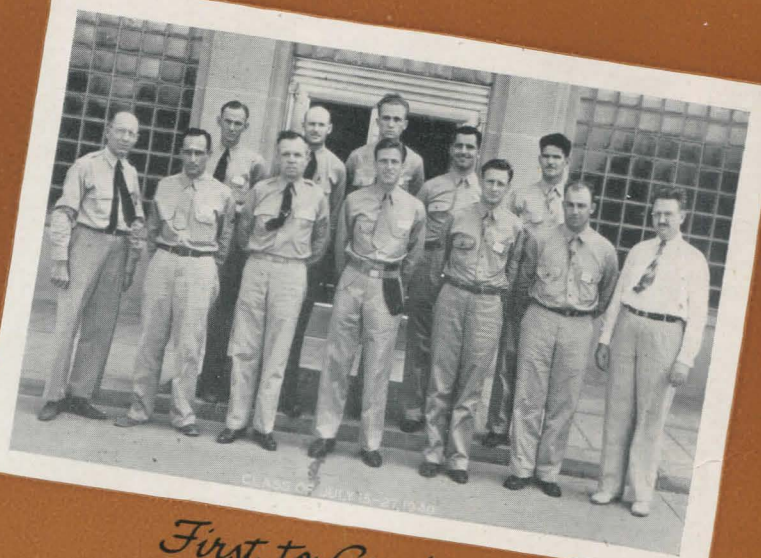
Fuselage Area at Allison School



In Class



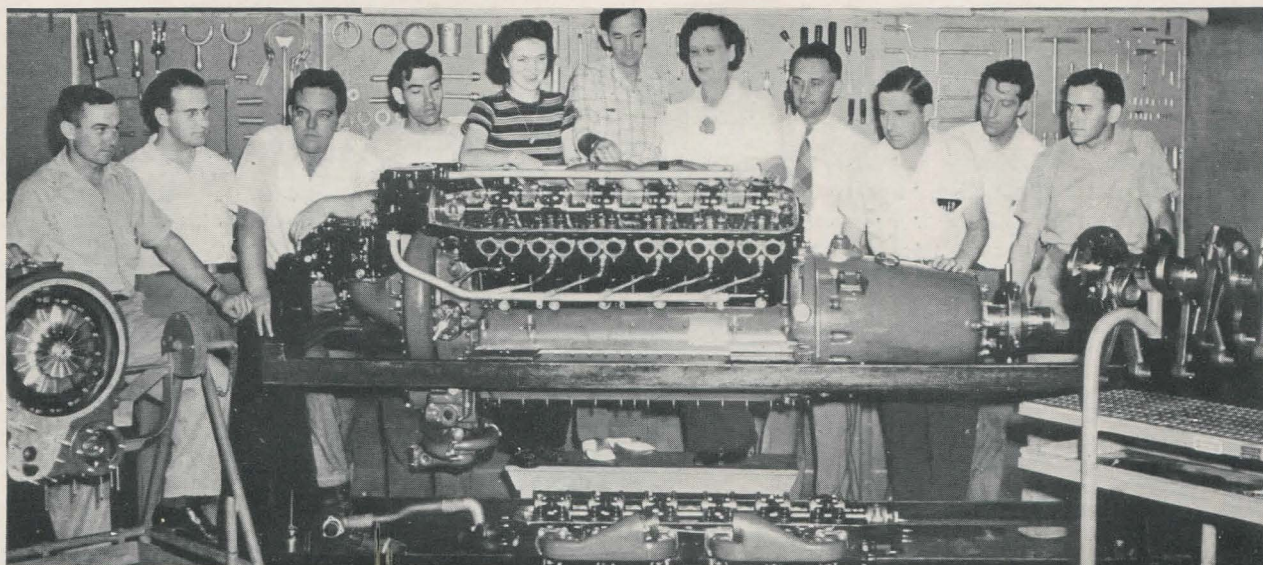
R.C.A.F. Graduation dinner



First to Graduate

every successful air force. ▲ The Allison Service School was organized and gave its first instruction less than a year after Germany marched on Poland. The first class, which was graduated in July, 1940, numbered eleven. At the end of 1943 at the original school and through its extension courses maintenance instruction on the Allison engine had been given to more than 40,000 technicians. ▲ In order to carry its instruction work afield, to training centers of the Army Air Forces throughout the United States, the school organized and

sent mobile training units. It conducted maintenance schools at central air training depots. It also undertook to give special instruction to men designated to teach maintenance of the Allison engine in the leading government contract schools of the country. Thus the instructional service of one school was carried throughout the length and breadth of a land engaged in aerial warfare and to outposts wherever the Allison engine was in service. ▲ Many unique aids both visual and vocal in teaching the technique of the modern aircraft power-



Teardown and Assembly Class for Allison Employees



Instruction on an Allison Crankshaft



Teaching Parts Machining

plant were developed at the Allison Service School. Outstanding among these was an outdoor school known as the Fuselage Area, where students were provided an opportunity of gaining practical experience in installation of Allison engines in the fuselage frames of various types of planes. While the Service School was the major educational activity at Allison it was not its only undertaking. It was represented in the War Production Training Program, and as the need for more and more skilled hands to produce aircraft engines

developed it undertook an extensive in-plant educational effort in the training of new employees; and equally important, it conducted classes to assist in the advancement and preparation of older workers for increasingly more important tasks. And last the successful employment of women workers at Allison was in no small measure due to the completeness of its program of training women in a field where they were unknown before the war. This covered every category of aircraft engine production, even final testing.

General Motors Fits Other Plants To Make Parts for Allison Engine

Plants of the General Motors Corporation throughout the country are being equipped for production of parts for the Allison "V-12" war-plane engine manufactured by the company's Allison Engineering Division at Speedway, it was revealed yesterday.

This will make possible a tremendous increase in production of the Allison engine, which is expected eventually to assure control of the air for this country.

Meanwhile, representatives of Indianapolis were in Washington conferring with government officials and aviation company representatives in an effort to obtain additional aviation industries for the city.



Castings at Delco Remy



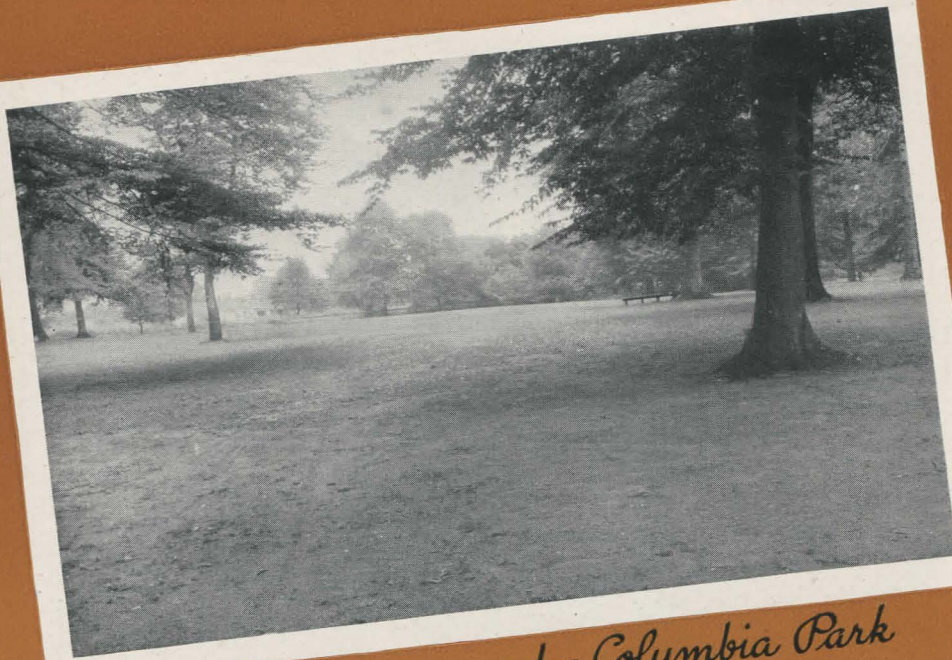
Drilling reduction gears at Cadillac



Chevrolet was also called upon

SUB-CONTRACTING ▲ America's success in producing for victory was in large part accounted for by the democratic cooperative practice of spreading the task in hand through the instrument of sub-contracting. A total of 180 sub-contractors in twenty-nine states of the union were engaged in making parts for the Allison engine. ▲ The high production record attained by Allison was in a measure due to parts manufacture of the Allison engine by other divisions of General Motors, the Cadillac and Delco-Remy

Divisions making the major contribution. Other General Motors Divisions sub-contracting Allison parts were Chevrolet, New Departure, Hyatt Bearing, Delco Products, Packard Electric, A.C. Spark Plug, Antioch Foundry, Harrison and Inland. ▲ From all these far-flung manufacturing centers there came parts to the Allison plant for final assembly into the liquid-cooled aircraft engine which from its engineering inception had been an indigenous product of Indianapolis. Proof of the success of this great experiment was self-evident.



Allison Playground-- Columbia Park



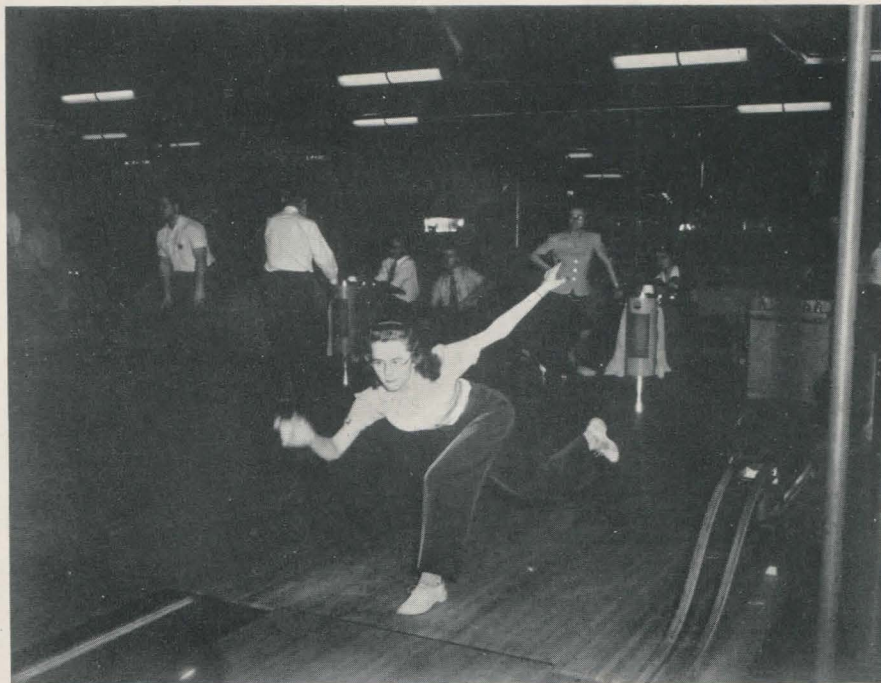
Archery was popular



City Amateur Champions --'43

PERSONNEL ACTIVITIES ♣ The pressure of war work upon the thousands of Allison employes was great. The truth that is in the maxim: "All work and no play . . ." was recognized. Early in the war period arrangements were made by which the grounds of privately owned Columbia Park were placed at the disposal of Allison employes for picnics, sports and other outdoor parties whenever they were desired. By this arrangement whole departments that worked as one in the war effort were able to play together. ♣ The

park grounds afforded opportunities for both individual and team competition. Archery was a popular sport at the park. That Allison people played hard and seriously just as they worked hard and seriously was proven by the fact that in team competition they produced numerous champion aggregations. Its star tennis players and its baseball team were Indianapolis city champions in 1943. Softball had its devotees and numerous plant teams were organized which engaged with outstanding success both in city league, interplant and



Bowling was the most popular



City Champions -- 1943

inter-departmental contests. ▲ In number of participants, bowling was by all odds the most popular sport of Allison workers. In addition to the annual Allison bowling tournament, in which there were more than 900 entrants in the 1943 competition, Allison had 2,000 participants in league play in greater city bowling meets. They formed more than 400 league teams throughout the Indianapolis metropolitan area. The quality of Allison bowlers was such that their skill became known to top-flight players in both state and

national championship contests. The popularity of this sport and the skill developed was recognized as being due in a measure to the fact that being wholly an indoor game it could be played around the clock as Allison employes in the aggregate had to work. League play in a sense was almost continuous. ▲ Golf held the recreational interest on public and private links in the Indianapolis area for a great many of the people of Allison, producing outstanding players and devoted duffers alike. ▲ The Indianapolis sporting fever which