

Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the "Tihen Notes," as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

Subject(s): Stearman

WICHITA BEACON

Wednesday, June 23, 1926

page

7. Article about a Model S-200 Travel Air four passenger plane to be delivered tomorrow to the Gerbracht Aeronautic Corporation of Ames, Iowa. It is one of six turned out by Travel Air each month and is a cabin type ship designed by Lloyd **Stearman** of the company and made its first flight this morning.

Thursday, August 12, 1926

page

14. Article says Lloyd **Stearman**, of the Travel Air Company, designed the plane in which Walter Beach (sic) has been winning events in the Ford Reliability Tour. Says **Stearman** came to Wichita about two years ago and helped to organize Travel Air Company. Details.

Saturday, August 14, 1926

page

1. Report of death at 6:15 p.m. yesterday of George Theis, Jr., president of the Arkansas Valley Interurban Railway and Kansas capitalist, at age 64, when he was struck by an airplane propeller at the Travel Air Company airport, which was being taxied to the hangar by Lloyd **Stearman**. Details and photo.

Friday, August 12, 1927

page

1. A group of prominent Wichita business men are holding discussions with Lloyd **Stearman**, of the **Stearman** Aircraft Corporation of Venice, California, and expect to put up the capital necessary to induce him to move his plant to Wichita. Since, last November he has been head of the **Stearman** Aircraft Corporation at Venice, California. Another well known man working with **Stearman**, Max Short, would also be brought here with the new **Stearman** factory. Details.

Friday, August 26, 1927

page

2. Report that Lloyd **Stearman** has definitely agreed to come to Wichita and establish his airplane plant here. He will be here within a short time. Details.

Wednesday, August 31, 1927**page**

8. Lloyd **Stearman** is liquidating his assets in Venice, California and will come to Wichita September 5. His equipment will arrive here about September 15 and he expects to be manufacturing planes here by October 1st. Details.

Wednesday, September 21, 1927**page**

6. The **Stearman** Aircraft Company will occupy a large building leased from the Bridgeport machine Company in the industrial district of North Wichita, it was announced today after the arrival of Mac Short, chief engineer of the concern, from Venice, California. Production of planes will begin early next month. Jigs and machinery for the plant are now in transit from Venice, where the company has been operating. ¶The Wichita factory will be 75 by 250 feet. Mr. **Stearman** is driving through and is expected here next week. Details.

Sunday, October 2, 1927**page**

- B-10. Lloyd **Stearman**, president of the **Stearman** Aircraft Company, arrived in Wichita big car from California this past week, accompanied by his wife and two children, Billy and Marylyn. Details.

Wednesday, October 12, 1927**page**

2. Equipment and machinery of the **Stearman** Aircraft Company arrived from the Venice, California factory yesterday. The first plane will be started at the company's factory north of the city on Saturday, October 15 and should be ready for its first test flight by November 1.

Thursday, October 20, 1927**page**

9. Production of the first **Stearman** plane at the Wichita factory will begin Monday morning.

Monday, October 24, 1927**page**

13. Three planes have been started by the **Stearman** Aircraft Company at the Wichita factory. Nine other planes will be started Wednesday. Two hangars will be constructed on the landing field west of the factory.

Thursday, November 3, 1927

page

11. Wichita aviation news. The first **Stearman** plane to be completed in the Wichita factory will take to the air about November 19 or 20. It is a mail plane to be delivered to the Varney Airlines, Boise, Idaho, and is the first of an order of three. ¶Details regarding activities of other Wichita aircraft companies. Cessna is starting work on six cantilever monoplanes this week.

Wednesday, November 23, 1927**page**

2. Report regarding aviation activities in Wichita. The four steel hangars on the east side of the Cessna-Roos field are rapidly being completed and will be ready for occupancy within the next ten days. Two will be for the Cessna company and the others for visitors and people who want to keep their planes on the downtown field. ¶The first plane to be built by the **Stearman** factory in Wichita will be completed the latter part of next week. It is a mail plane for the Varney Airways, Inc..

Monday, November 28, 1927**page**

1. The Swallow Airplane Manufacturing Company's factory and flying field at 21st and Hillside was purchased today by a group of Wichita business men for approximately \$125,000. The purchasers are J. W. Craig of the Craig Grain Company, C. A. Noll, dealer in building supplies, J. H. Turner of the Turner Coal and Building Material Company, W. B. Harrison, president of the Union National Bank, and W. M. Moore, of Ritchey and Moore, oil producers. ¶The change in ownership followed a receivership of three and a half months during which time the concern was under the management of George R. Bassett. The receivership was a friendly action brought August 12 when the health of J. M. Moellendick, president of the company, broke down. Details. ¶The new owners will reorganize the corporation under the same name. For the next 60 days Mr. Bassett will remain as manager. Wavey **Stearman** will remain as chief engineer. The company has already contracted for 127 planes to be delivered during the coming year, totaling nearly half a million dollars worth of business. The plant is turning out three airplanes a week.
2. The first **Stearman** airplane to be built in Wichita will be given its preliminary tests Saturday. Fred Hoyt, chief test pilot, will be at the controls when the plane takes off from the testing field on East 36th Street.

Saturday, December 10, 1927**page**

10. Reports from Wichita aircraft plants. The first **Stearman** plant built here made its first flight yesterday at the testing field at 35th and North Lawrence (sic), piloted by Fred Hoyt, test pilot. It will soon be ready for delivery to the Varney Airlines, Boise, Idaho.

Monday, December 12, 1927**page**

9. The first **Stearman** mail plane built in Wichita, which was to have been delivered to Varney Airlines, is instead being delivered to Western Air Express Company at Denver to replace a Western Air Express plane lost last week in a crash during a storm. The plane was flown to Cheyenne on Saturday and is to be flown from there to Denver today. Varney Air Lines agreed to wait for the second plane, which is nearly completed.

Wednesday, December 28, 1927**page**

12. The second **Stearman** plane made in Wichita made its first flight this afternoon, flown by Fred Hoyt, chief test pilot. To be flown to Western Air Express at Denver Thursday.

Friday, December 30, 1927**page**

15. The above mentioned **Stearman** mail plane was delivered to Western Air Express, which operates a mail line between Cheyenne, Wyoming and Pueblo, Colorado, in Denver yesterday by Fred Hoyt, chief test pilot, and Lloyd **Stearman**, president of the company.

Monday, January 16, 1928**page**

2. Wichita pilot Fred Hoyt, chief test pilot and sales manager for **Stearman** Aircraft Company, is missing on a flight Saturday to deliver a **Stearman** plane to Boise, Idaho. Took off from Salt Lake City Saturday afternoon and did not arrive at destination. Details.

Monday, March 26, 1928**page**

6. Announcement made today by Lloyd **Stearman** of the appointment of J. Earl Schaefer, as sales manager for the **Stearman** Aircraft Corporation. Biography and photograph.

Friday, April 6, 1928**page**

19. Article estimates current Wichita airplane production as:
Travel Air -- 15 per week
Swallow ---- 6 per week
Stearman ---- 2½ per week
Cessna ----- 1½ per week
The other three Wichita factories--Laird, Lark, and Swift -- are just now starting

production, and number is less than 1 per week at these.

Friday, May 11, 1928**page**

8. Photograph of **Stearman** plant marked from air.

Thursday, July 12, 1928**page**

2. Report that Waverly **Stearman**, young chief of design at the Swallow Airplane Company for four years, and brother of Lloyd **Stearman**, has resigned his position to accept a similar position with the Butler Airplane Manufacturing Company at Kansas City. It is said that the Butler Brothers concern has contracted for the purchase of 200 Quick Rhone motors from the Quick Motor Company of Wichita. H. H. Patton, president of the Quick Air Motor Company, stated that the deal had been closed two weeks ago for 100 small type motors of 125 h.p. for \$250,000 and 100 of the larger 180 h.p. motors for \$350,000. All are to be made in the new \$20,000 factory now being built on a site near the California section.

Sunday, August 19, 1928**page**

9. Six **Stearman** biplanes have been ordered by the Department of Commerce of U.S. government for \$48,500. The **Stearman** plant is booked ahead until next November and is running to its capacity of four planes a week all the time.

Friday, October 5, 1928**page**

7. **Stearman** Aircraft, Inc. has begun the manufacture of a larger plane for air mail service, powered by a Wright Cyclone motor of 525 h.p. The plane has been sold to Walter S. Varney of the Varney Airlines, operating a contract air mail route between Salt Lake City and Pasco, Washington, and will be delivered in about three months.

Friday, November 16, 1928**page**

10. Varney Airlines, Inc. yesterday ordered five of the late, large model airplanes recently announced by the **Stearman** Aircraft Company, for \$87,500. They will be powered with 500 h.p. Wright Cyclone motors.

Tuesday, January 1, 1929**page**

1. Report of development of aircraft industry in Wichita in 1928. Says 847 planes were built here--Travel Air 500, Swallow 205, **Stearman** 90, Swift 3, and Knoll 1 (note Cessna omitted). Details.

Wednesday, May 8, 1929

page

5. Article reports Wichita plants produced 127 planes in April; including:
- | | |
|-----------------|----|
| Travel Air | 52 |
| Swallow | 27 |
| Cessna | 24 |
| Stearman | 18 |

Friday, May 10, 1929**page**

1. Announcement yesterday that the Mooney Aircraft Company has been absorbed as a subsidiary of the Bridgeport Machine Company. Charter has been granted to the Mooney Company. A factory will be erected on a tract adjacent to the Bridgeport plant on the opposite side to the one now occupied by the **Stearman** plant. A. W. Mooney elected president of the new Mooney Company. He was former chief engineer of the Alexander Eaglerock Company at Colorado Springs. Further details.

Monday, July 22, 1929**page**

6. Report that the **Stearman** Aircraft Company has been absorbed by the United Aircraft and Transport Company. Details.

Monday, August 5, 1929**page**

6. Article confirms sale of controlling interest in **Stearman** Aircraft Company to the United Aircraft Transport Corporation. Details.

Sunday, January 12, 1930**page**

5. New officers and directors of **Stearman** Aircraft Company have been elected to reflect the recent takeover of the company by the United Aircraft and Transport Corporation. Names listed.

Wednesday, June 4, 1930**page**

11. Construction of the new **Stearman** factory will start about the middle of the month. Details.

Tuesday, June 10, 1930**page**

2. The Mooney Aircraft Company has purchased the Swift Aircraft factory and ten acres of land from the receiver and will start airplane construction work there immediately. ¶ The new **Stearman** factory will be located on 30 acres of land which formed a part of the Swift site. ¶ Both Mooney and **Stearman** have been located at the Bridgeport plant north of the city since their organization here.

Sunday, June 29, 1930**page**

8. Article about new **Stearman** Aircraft Company plant to be built across road west of municipal airport. To cost about \$500,000 with equipment. Details. Drawing.

Sunday, July 6, 1930**page**

Magazine

30. Article about aviation in Wichita. Says within the past 90 days Wichita factories have turned out approximately 140 airplanes "that have been placed in surplus;" although recently aviation has been somewhat topheavy and rather "in the dodoes" as far as the manufacturing end is concerned. Wichita has ten active airplane manufacturing concerns, five of which are turning out products licensed by the government: Swallow, **Stearman**, Travel Air, Cessna, and Watkins. The others are Mooney, Buckley, Yellow Air Cab, Sullivan and Ace Manufacturing Companies. Three gliders are being made here -- Cessna Aircraft Company was a pioneer and reached a peak of one glider per day; the Skysport, manufactured by the Braley Glider Corporation, and Sullivan Aircraft has also turned out a glider. ¶ Output of planes in Wichita in previous years was 150 in 1926, 300 in 1927, 927 in 1928, and between 800 and 900 in 1929. ¶ Air routes thought Wichita include Transcontinental Air Transport-Maddux, National Air Transport, Western Air Express, United States Airways, and Brower Air Services. About 500 passengers board and leave the airplanes here during the course of a month.

Wednesday, October 8, 1930**page**

9. The new **Stearman** Aircraft Company factory is expected to begin operations by October 27. Moving of machinery into the new factory was started today. Details.

Tuesday, July 7, 1931**page**

16. Lloyd **Stearman** has announced his resignation as consulting engineer and technical adviser of the **Stearman** unit of the United Aircraft and Transport Company. He will return to the Pacific Coast in a short time.

Thursday, July 23, 1931**page**

1. Report that part of the activities of the Northrop Aircraft Corporation, of Burbank, California, including manufacture of a new all-metal sport model, will be transferred to the **Stearman** plant at Wichita. Details. Followup report with photograph July 26, page 6.

Sunday, June 19, 1932**page**

1. Report of a baby tornado at 8:15 p.m. yesterday, which completely wrecked the old

Mooney airplane plant just west of municipal airport and six airplanes housed therein and damaged the Municipal and **Stearman** hangars at municipal airport and five planes there, with total damage estimated at \$100,000. ¶ The Mooney plant had recently been taken over by Clyde Cessna and one of the damaged planes there was the recently completed "Miss Wanda." ¶ The north wall of the **Stearman** hangar collapsed, but no planes were in it. ¶ About one-fifth of the roof of the Municipal hangar was ripped off, and five planes were damaged.

Monday, July 18, 1932

page

10. On June 16, 1932, Lloyd **Stearman** with a group of other prominent aviation men formed a new company to take over the assets, good will, trade name, and manufacturing facilities of the Lockheed Aircraft Company of Burbank, California. **Stearman** is now the president of the company and Robert E. Gross is treasurer.

Monday, April 10, 1933

page

14. Report of successful test flight yesterday of a new **Stearman** model, the Model 80, a special open cockpit biplane powered with a supercharged 420 h.p. Wasp motor. The plane was built specially for John L. Bette, Jr., of Chicago.

Thursday, May 4, 1933

page

11. A new model **Stearman** biplane has been delivered to John L. Vette, Jr., young Chicago business man. It is a two place open cockpit model with dual controls, powered with a 420 h.p. Wasp motor.

Saturday, September 2, 1933

page

6. J. E. Schaefer, executive vice-president of the **Stearman** Aircraft Company for several years, was elected president of the company at a recent meeting of the board of directors. The **Stearman** Company is a subsidiary of the United Aircraft and Transport Corporation. Mac Short is vice-president and chief engineer.

Thursday, September 14, 1933

page

3. Thirty-four Boeing airplanes formerly used as mail and passenger planes on the United Air Lines, are due at the **Stearman** plant in the near future, to be refinished and resold. Three are already at the factory and four more are expected in the next few days. When all are here there will be fourteen of the Boeing 40 B-2 models, carrying two passengers and cargo, and 20 Boeing 40 B-4 models, carrying four passengers and cargo. These planes were used on air mail and minor passenger runs until recently replaced by faster ships. All are equipped with 525 h.p. Hornet motors. After thorough overhauling, the ships will be offered for sale to individuals or airlines.

Friday, December 4, 1936**page**

10. The War Department today announced award of a contract to the **Stearman** Aircraft Co. for 28 additional primary training planes and spare parts for two more, or a total of 30, for \$146,720. This is in addition to a contract for 50 planes which the company has had for some months. Delivery will start early in January and take about a year to complete.
¶The **Stearman** Co. has already delivered more than 100 planes to the government for use in the army and navy.

Wednesday, July 14, 1937**page**

1. Mac Short, vice-president and chief engineer of the **Stearman** Aircraft Company, today submitted his resignation from the company, effective August 2 (?). He will move to the west coast, where he will be affiliated with another aircraft company. Photograph.

Sunday, October 24, 1937**page**

1. Article about Chamber of Commerce plans to request Works Progress Administration aid for building of hard surfaced runways and other improvements at municipal airport. Details.
12. War Department at Washington yesterday awarded a contract to the **Stearman** Aircraft Company for 20 primary training planes, to cost \$122,229. The order represents an increase of a previous order for 72 planes of the PT-13 A variety, of which almost 20 have already been delivered.

Wednesday, April 20, 1938**page**

6. The **Stearman** Aircraft Company of Wichita will operate under the name of the Boeing Airplane Company starting June 1 it was announced yesterday. Details.

Wednesday, March 15, 1939**page**

15. The new twin-motored **Stearman** X-100 bomber flew from Wichita to Wright Field at Dayton, Ohio yesterday for tests by army officials. Details. Photograph.

Sunday, March 26, 1939**page**

2. Photograph of the new **Stearman** attack bomber. Article with details.

Thursday, August 10, 1939**page**

1. The **Stearman** Aircraft Division of the Boeing Airplane Company has received an order for \$688,000 worth of primary training planes for the U.S. Army with an option for two million dollars more of these planes. With a recent Brazilian order for \$300,000 worth of training planes, this brings **Stearman**'s total orders for the year to \$1,788,000. Details.

Wednesday, September 20, 1939**page**

1. Announcement today in Washington that **Stearman** Aircraft Division has been give a three million dollar order for "several hundred" primary trainers. This brings company's total orders to over \$5,000,000. The number of employees will be nearly doubled to more than 1100 by January 1, and the plant is to be enlarged. Details.

Monday, September 25, 1939**page**

1. Armagost and Son will construct a new building and several additions for the **Stearman** Aircraft Division of the Boeing Airplane Company at a cost of approximately \$200,000. The work is to be finished within 60 days. The main new building will be 200 by 130 feet, and the additions 40 by 48 feet and 50 by 180 feet. Overend and Boucher are architects for these and also for some work planned at the Beech plant.

Tuesday, September 26, 1939**page**

10. City commission yesterday approved purchase by the city for \$21,000 of the **Stearman** hangar at the municipal airport. The **Stearman** hangar was used when the company's factory was located north of the city. ¶ The commission also authorized the park board to construct a control tower on the administration building costing \$5000.

Sunday, November 5, 1939**page**

8. Photograph of bottom side of new **Stearman** attack bomber in flight.

Sunday, November 19, 1939**page**

8. Photograph of new assembly building at **Stearman** plant under construction. Shows framework only. To be completed by January 1.

Monday, May 13, 1940**page**

7. A large crowd was at the municipal airport last evening to witness the visit of one of Trans World Airlines' new Stratoliners, which arrived shortly after 8:00 p.m. for an

hour's stop here. The plane which stopped here left Burbank, California Sunday morning, stopping at Winslow, Arizona. It left here for Kansas City. Control surfaces for the Stratoliners were made at the **Stearman** plant here. The crew included D. W. Tomlinson, chief engineer for Trans World Airlines as captain, W. A. Campbell, first officer, Ray Dunn, flight engineer, and Barbara Scollard, hostess. Photo. (Number not visible).

Sunday, June 9, 1940

page

- B-16. Article about plans of small aircraft builders in Wichita. Aviation Industries, inc. is awaiting action on its application for an NC license for its recently completed two place monoplane with 75 horse power motor. ¶ Glenn **Stearman**, cousin of the founder of the **Stearman** Aircraft Company, is completing work on a low wing cabin monoplane which he has been designing and working on for more than three years. It should be ready for its first flight in about a week and is being constructed at **Stearman's** home, 6720 East Central. ¶ The Rawdon Brothers Flying Service, operated by Herb, Gene, and Dutch Rawdon, also plans to complete its first plane in the late summer. It will be a two place monoplane with a small engine. ¶ The Swallow Airplane Company recently announced plans for starting airplane production at 917 East Lincoln, but no definite date has yet been set for this.

Wednesday, June 26, 1940

page

1. **Stearman** Aircraft Division of the Boeing Airplane Company received the largest aircraft order ever received by a Wichita manufacturer. It calls for construction of \$3,779,258 worth of primary training planes and parts to be used by the navy. Additional expansion of the **Stearman** plant will be carried out and the company plans to operate two full shifts instead of the one full shift now employed. Details.

Sunday, July 28, 1940

page

Special Anniversary Section

20. Aerial photos of **Stearman** and Cessna plants showing new additions.

Saturday, August 17, 1940

page

1. The war department today announced awarding of contracts to **Stearman** Aircraft Division for \$2,041,948 for 404 primary training planes and to Beech Aircraft Corporation for \$3,410,747 for 67 advanced training planes. Details.

Wednesday, September 11, 1940

page

18. **Stearman** primary training planes are now being completed at the rate of one every four hours throughout the two main shifts of the day. Within the next four months it is

expected that a rate of one plane every 90 minutes will be reached. Factory additions are now nearing completion. Details.

Wednesday, September 18, 1940

page

1. Beech Aircraft yesterday received another contract for \$13,115,138, the largest aircraft order ever placed with a Wichita manufacturer. This brought the total placed here during the past week to nearly \$30,000,000, including Cessna's \$9,500,000 order from the Canadian government on Wednesday and a \$7,000,000 order given to the **Stearman** Aircraft Division on Monday. Total orders placed with Wichita manufacturers since the national defense program started now total \$53,000,000 including \$22,449,707 at Beech, \$18,000,000 at **Stearman**, and \$10,500,000 at Cessna.

Sunday, September 29, 1940

page

1. J. Earl Schaefer, general manager, yesterday announced a \$545,000 expansion program that will enable the **Stearman** Aircraft Division of the Boeing Airplane Company to employ 3000 workers and double the present rate of production. Work on the new structure will begin Monday morning on the west side of the present plant and will increase the present 200,000 square feet of plant space to 300,000 square feet. Article also refers to a proposed Number 2 **Stearman** plant to be built entirely separate from the present factory. Details.

Sunday, October 13, 1940

page

- B11. Article with details of expansion plans of Wichita aircraft factories, including entirely new **Stearman** factory.

Wednesday, October 16, 1940

page

1. Announcement made today of details of plans for new warplane factory to be built for **Stearman** Aircraft Division of Boeing Airplane Company at cost of approximately \$3,500,000. Construction to start next week. Plant to have 442,000 square feet and employ 4000 persons and will build parts for the Boeing B-17 bombers. These will be shipped to Seattle for assembly. New factory to be 1900 feet long and 330 feet wide and will be completed about March 1. Further details. A year ago **Stearman** had approximately 560 employees and at present it has approximately 1550. Drawing of new plant.

Thursday, October 17, 1940

page

3. Contract signed yesterday in Seattle with the Austin Company of Cleveland for construction of the new **Stearman** Division plant.

Tuesday, October 22, 1940**page**

1. Contracts let yesterday for the new units to be built under the Beech Aircraft Company's \$1,600,000 expansion program. ¶ Excavation was started yesterday for the new Number 2 plant for the **Stearman** Division of Boeing. Santa Fe Railroad is building a one mile track to the new plant, to be completed in ten days.

Sunday, November 24, 1940**page**

1. Employment in Wichita aircraft factories has reached 4700, more than three times as many as a year ago. A check yesterday showed that Beech now has 2000, **Stearman** 1800, and Cessna 750. The Culver Aircraft Company will have 145 employes at its Wichita factory early next week.

Sunday, January 12, 1941**page**

12. Aerial photo of progress on construction of new Plant 2 building for **Stearman** Aircraft Division of Boeing Airplane Company. To be 1000 feet long and 330 feet wide. Details.

Monday, January 20, 1941**page**

4. Twenty-six **Stearman** trainers were flown by naval fliers this morning from the plant here for delivery to the Pensacola and Jacksonville, Florida training fields.
11. **Stearman** Aircraft Company's new Model 90 training plane has completed Army tests at Wright Field in Dayton, Ohio. The new model is a low-winged monoplane powered with a 225 horse power motor and is designed for use as a primary trainer.

Sunday, January 26, 1941**page**

- D-5. Aerial photo showing stage of construction at the new Number 2 **Stearman** factory.

Sunday, February 2, 1941**page**

2. Buildings constructed under Beech Aircraft Company's \$1,600,000 expansion program were virtually completed yesterday. Details. ¶ **Stearman** Aircraft Division expects to occupy the new \$540,000 addition to the Number 1 plant by February 15. Details.

Thursday, February 6, 1941**page**

8. The **Stearman** Aircraft Division delivered 180 training planes during the last 15 days of January, Frank Knox, secretary of the navy, announced yesterday. The company has been operating 24 hours a day, seven days a week. ¶ The plant had produced 50 planes during the first half of the month, making a total of more than 230 planes for the month.

Wednesday, February 12, 1941

page

12. Aerial photos of new additions to Beech plant and of construction progress on the new **Stearman** Number 2 plant.

Sunday, February 16, 1941

page

10. The **Stearman** Aircraft Division took over the final unit of its Plant Number 1 expansion program yesterday and is installing machinery to place the new unit in the assembly line. Details.

Wednesday, March 12, 1941

page

2. The **Stearman** Aircraft Company will deliver the 1000th plane it has completed under the national defense program in a ceremony Saturday noon.

Saturday, March 15, 1941

page

1. Report of ceremony this morning making delivery of the 1000th **Stearman** training plane. Details.

Sunday, April 27, 1941

page

- B-12. The Austin Company, of Cleveland, contractor on the huge Number 2 **Stearman** Aircraft Company plant, expects to complete the work on the big structure, 1000 feet long and 330 feet wide, late in the coming week. ¶ Employment at the four Wichita factories totaled 8633 men with **Stearman** leading with 3308 employees. Beech Aircraft Company has 3250, Cessna 1875, and Culver 180. The Culver Company expects to complete its first ship under a government contract early this week, with flights to begin immediately.

Wednesday, May 28, 1941

page

1. Announcement made of a huge expansion to be made at the **Stearman** Aircraft Division of Boeing Airplane Company to provide one million square feet of space for

building \$125,000,000 worth of super-bombers. Details.

Sunday, June 1, 1941

page

D-6. Aerial photo of **Stearman** plant showing completed first unit of Plant Number 2.

Wednesday, June 11, 1941

page

1. The Austin Company already has started work on the huge expansion of the **Stearman** Aircraft Company's Number 2 factory, which will eventually employ 18-20,000 men. It is to be completed in approximately ten months. Details.

Sunday, June 22, 1941

page

11. Excavation for the huge 40 acre extension of **Stearman** Aircraft Company's \$14 million bomber plant will begin tomorrow morning. Details. Drawing.

Monday, July 21, 1941

page

16. Employment at Wichita's aircraft plants passed 13,000 today. **Stearman** has 5760, Beech 4704, Cessna has more than 2250, and Culver has 250.

Monday, August 18, 1941

page

1. Announcement that Cessna Aircraft Company has received a new \$12,043,865 contract for twin-engined transitional trainers. Also reliable sources state **Stearman** Aircraft Company has received a \$200 million order for "flying fortresses." Details.

Saturday, August 23, 1941

page

10. The new **Stearman** recreation park located on 40 acres between plants 1 and 2 will be dedicated this evening. Details.

Thursday, August 28, 1941

page

11. The 2000th **Stearman** primary trainer was delivered yesterday to the army air corps. Details.

Wednesday, September 3, 1941

page

1. Announcement received that federal approval has been obtained for a \$196,344 project at municipal airport which will extend the west end of the East-West runway 1700 feet to the **Stearman** plant and build a taxi strip approximately 1700 feet long north and south at the west edge of the airport. Details.

Wednesday, September 10, 1941

page

1. It was announced today that the **Stearman** Aircraft Division has changed its name to Wichita Division, Boeing Airplane Company.

Sunday, October 25, 1942

page

Special Boeing Section

31. Article with history of **Stearman** Aircraft Company. Details