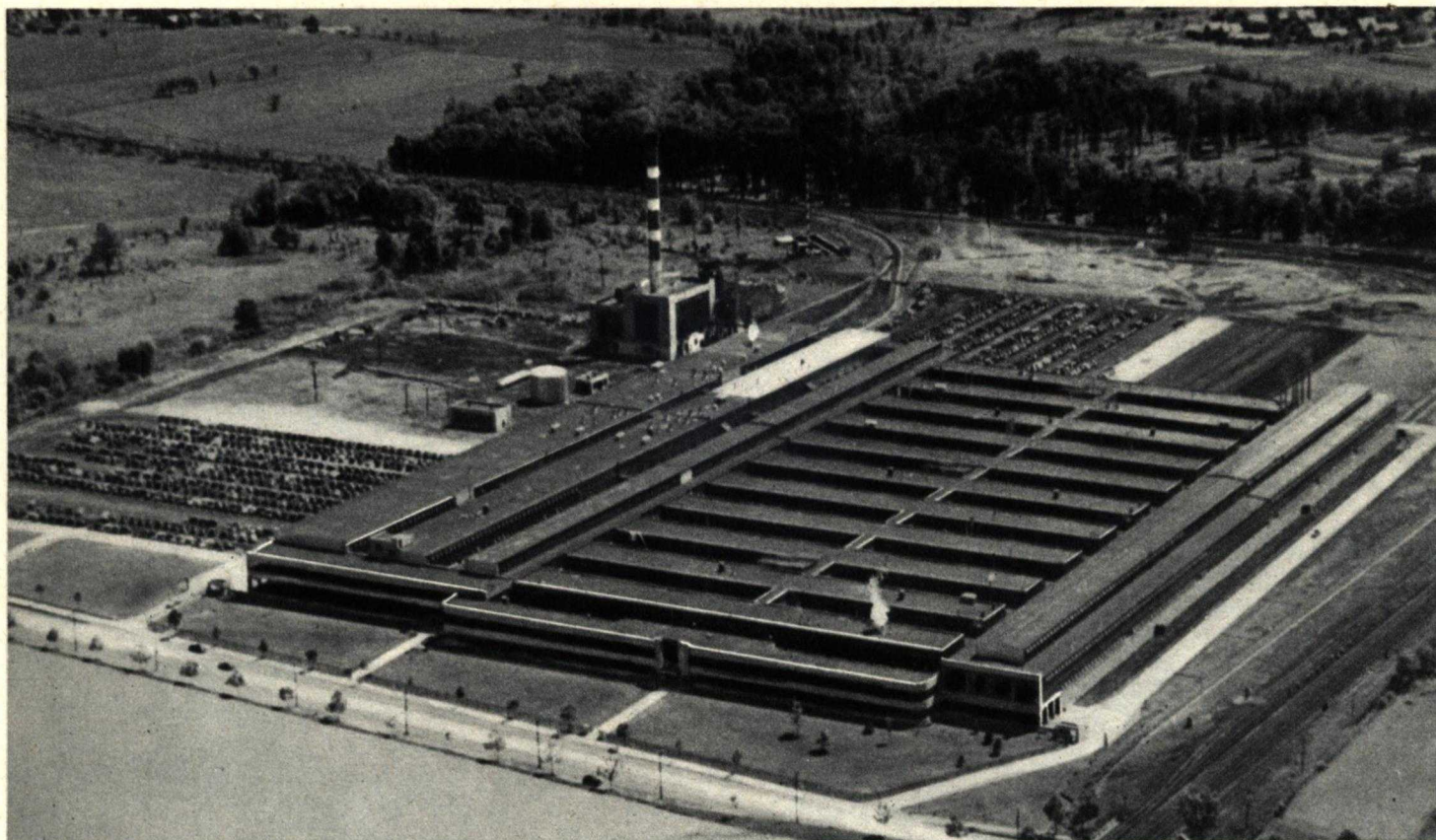


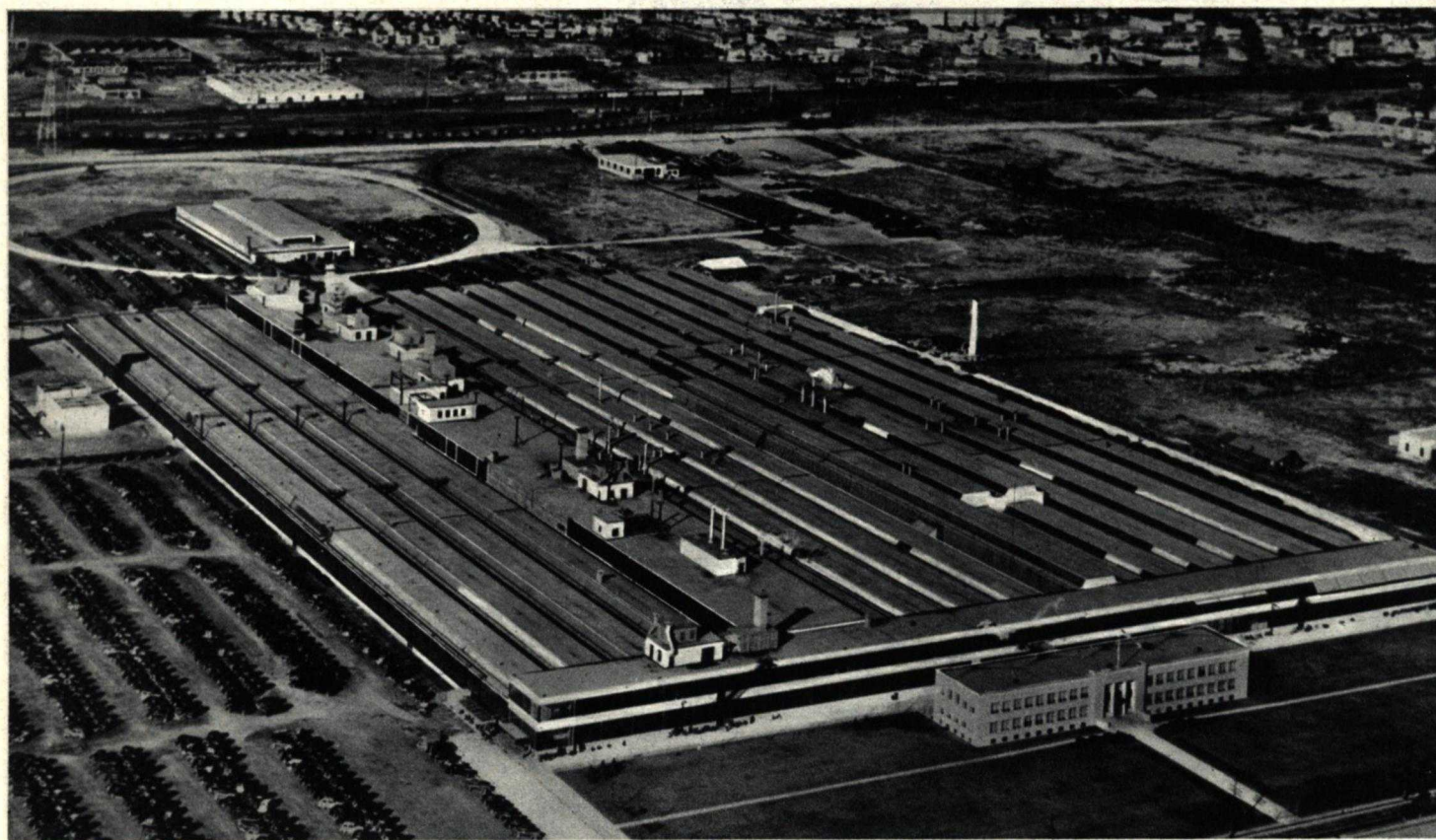
*PICTORIAL HISTORY
OF EASTERN AIRCRAFT*

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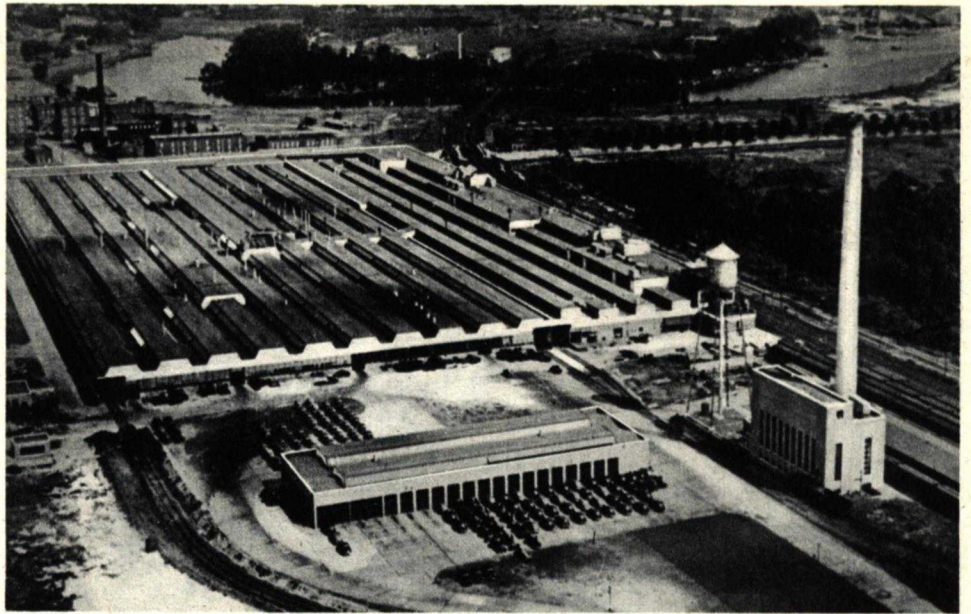


The Trenton-Ternstedt Division plant of General Motors, located near West Trenton, N. J., were producers of automobile hardware items — door handles, window cranks, molding trim, etc., for use on GM automobiles.

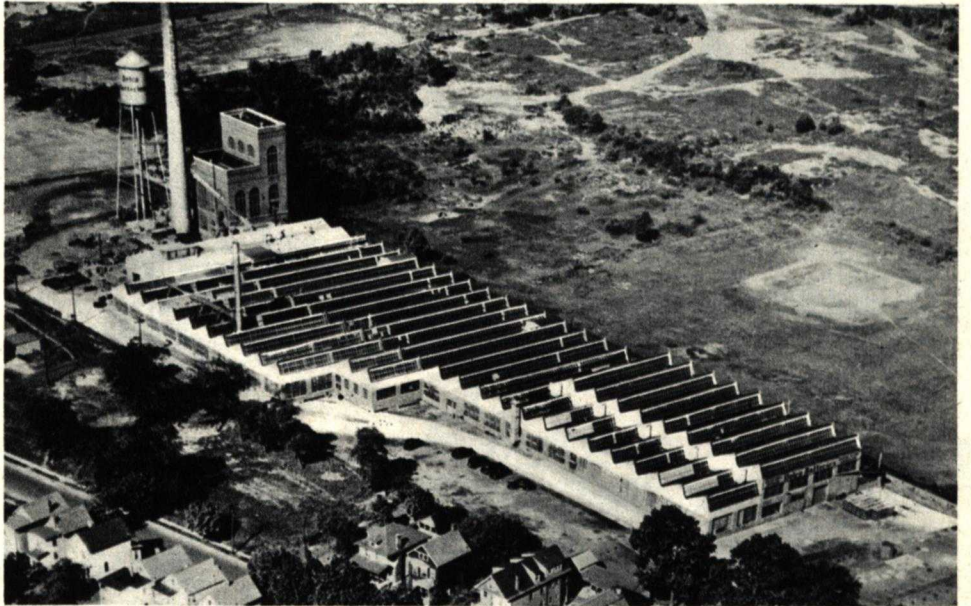


At the Linden, N. J., Division assembly plant of General Motors Corporation a total of 18,832 Oldsmobiles, Buicks, and Pontiacs could be assembled in one peacetime month. Note proving ground in rear of building.

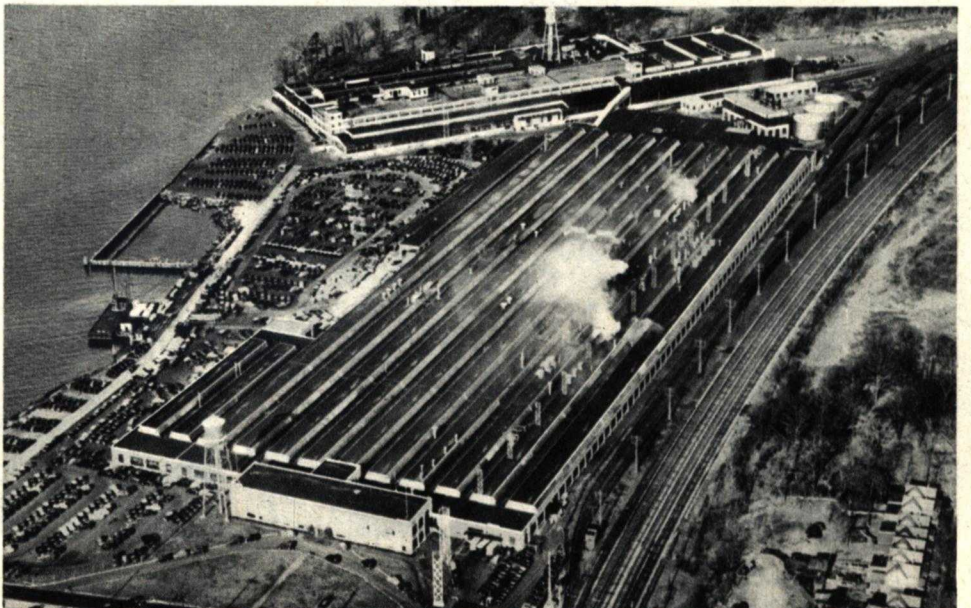
From the assembly line of Baltimore Fisher Body plant 475 Chevrolet automobile bodies rolled every day.

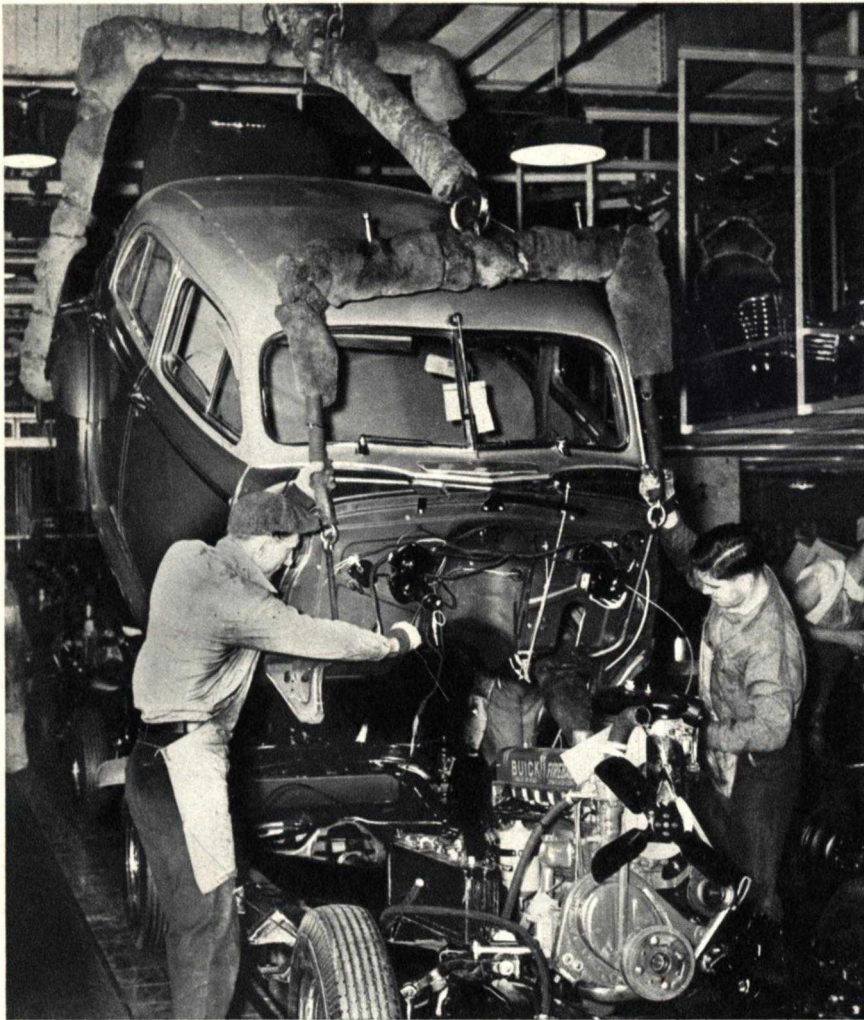


At peak production Bloomfield Delco-Remy plant of General Motors turned out 4,000 batteries daily.



On the banks of the Hudson the Tarrytown, N. Y., Fisher Body plant produced 576 new Chevrolet bodies each day.

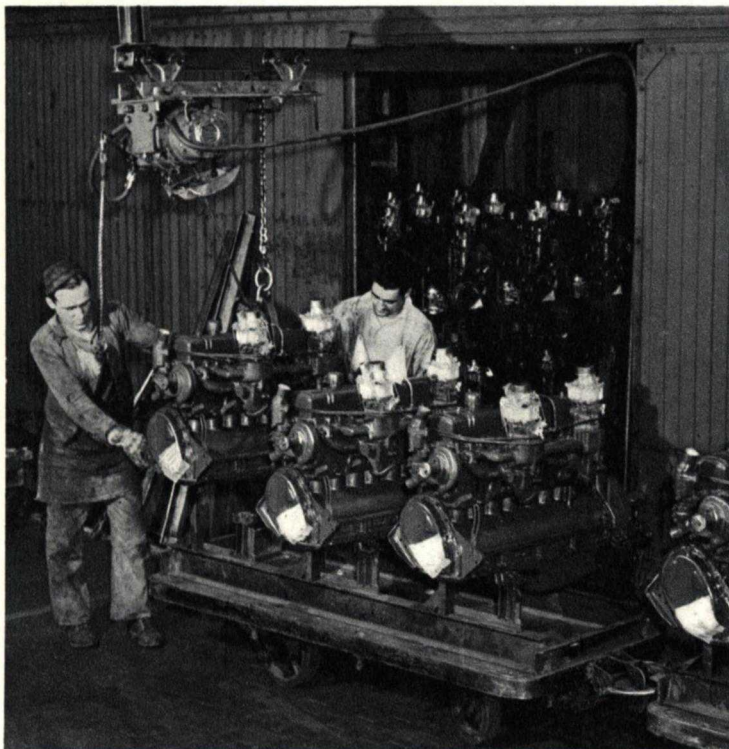




P R E W A R

Before the war each of these five GM plants was a model of efficiency and flow. All made important contributions to the well-known GM automobiles.

Buick body is fitted to chassis on old Linden assembly line.



Engines and other components for Buicks, Oldsmobiles and Pontiacs unloaded on long sidings in Linden plant.



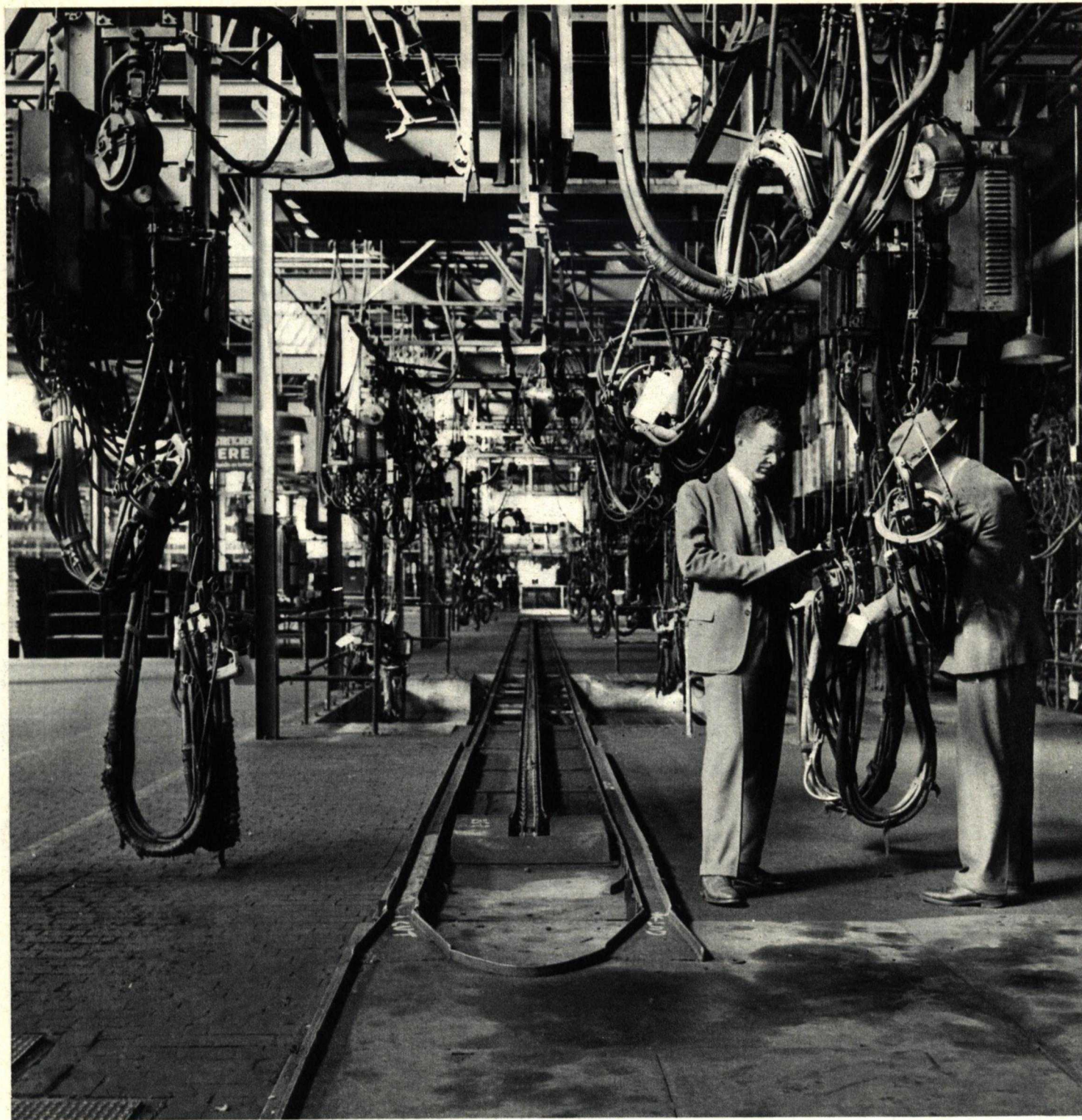
Delco batteries for East Coast market were assembled in the Bloomfield plant at the rate of 20,000 a week.

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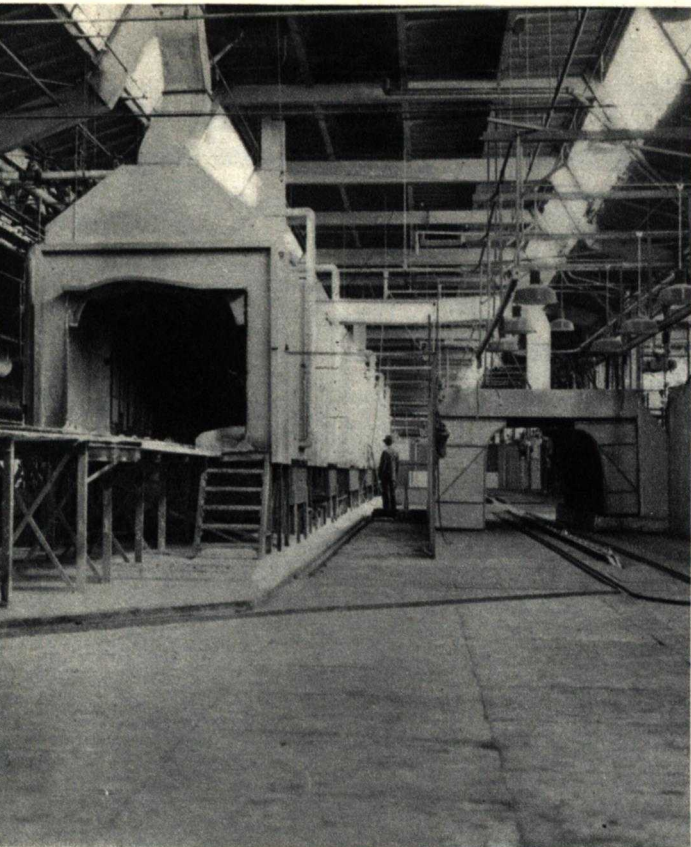


TRANSPORTATION WITHOUT WHEELS — Automobile bodies in various stages of completion passed in great quantities along the assembly lines of the Fisher Body Division plants in Baltimore and Tarrytown.



AFTER PEARL HARBOR

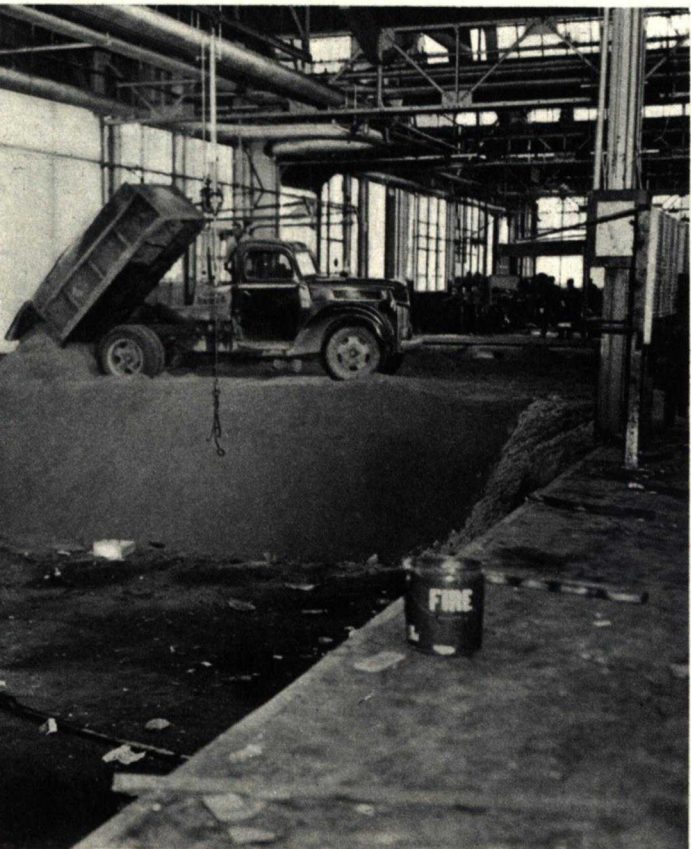
STILL AS A TOMB — Two of the plants were idle immediately after Pearl Harbor. Two others operated on reduced schedules. Bloomfield continued to produce storage batteries in quantity until May 1, 1942.



Away went the ovens.



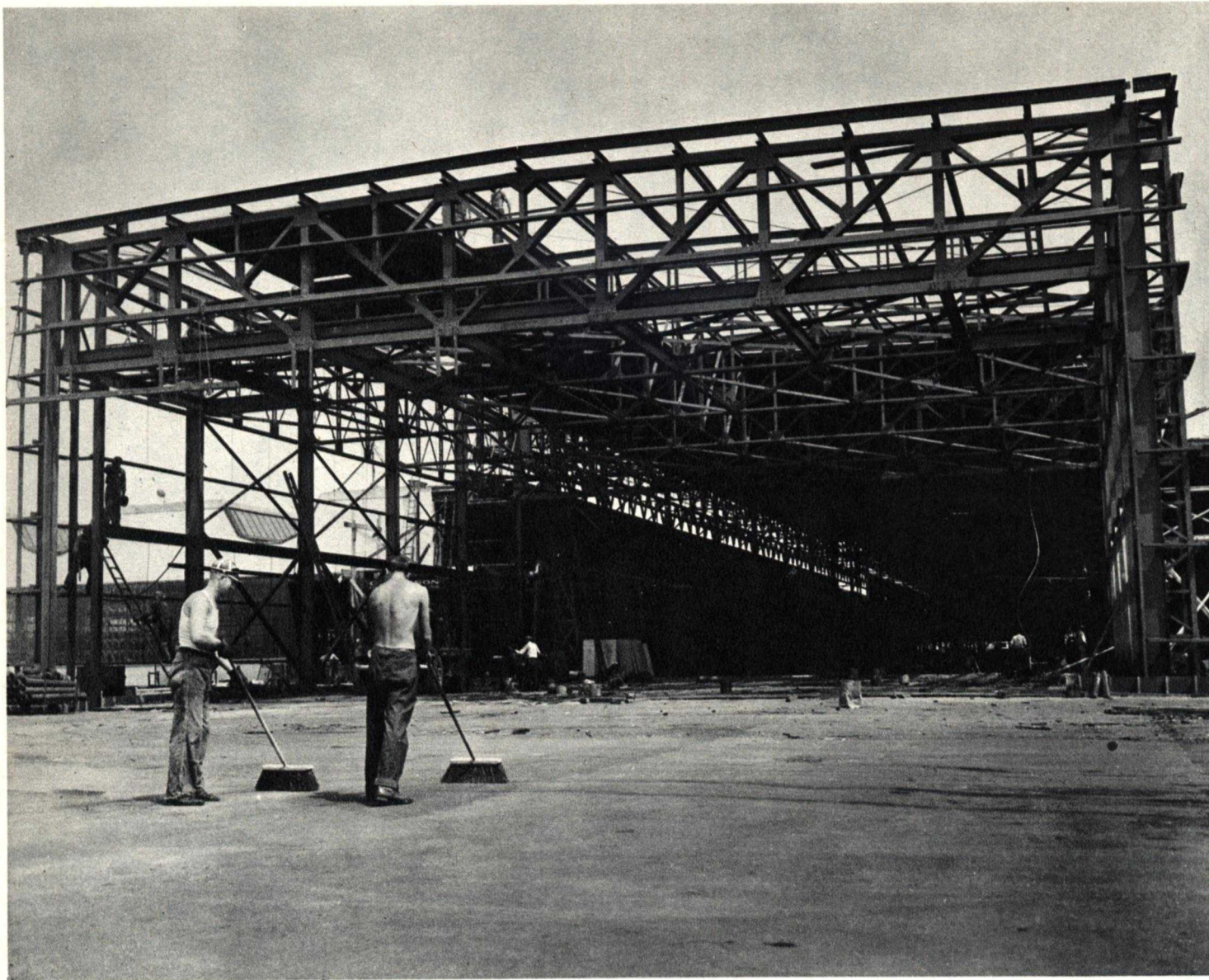
Out went the fixtures.



Railroad wells were filled.

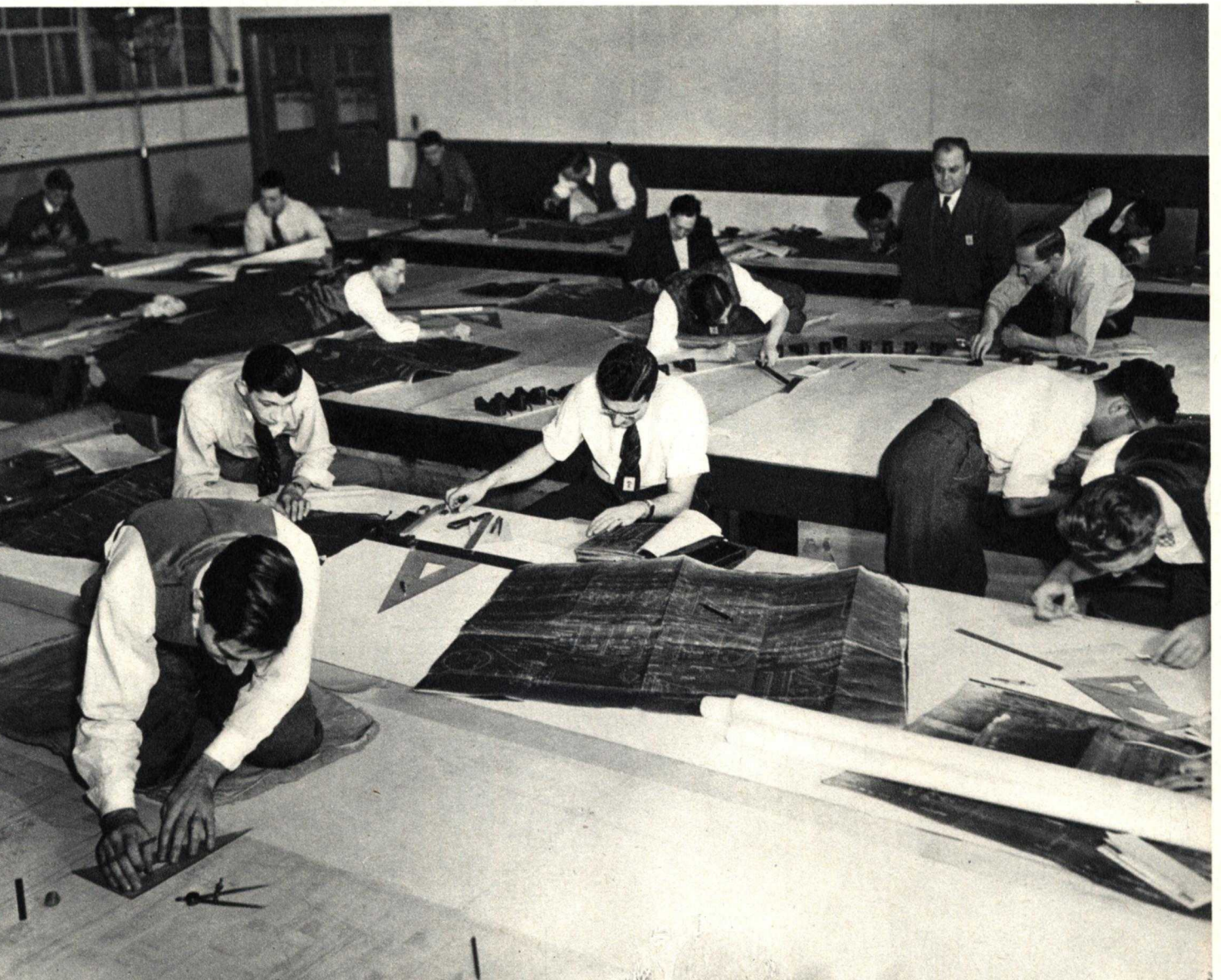


Down came the walls.

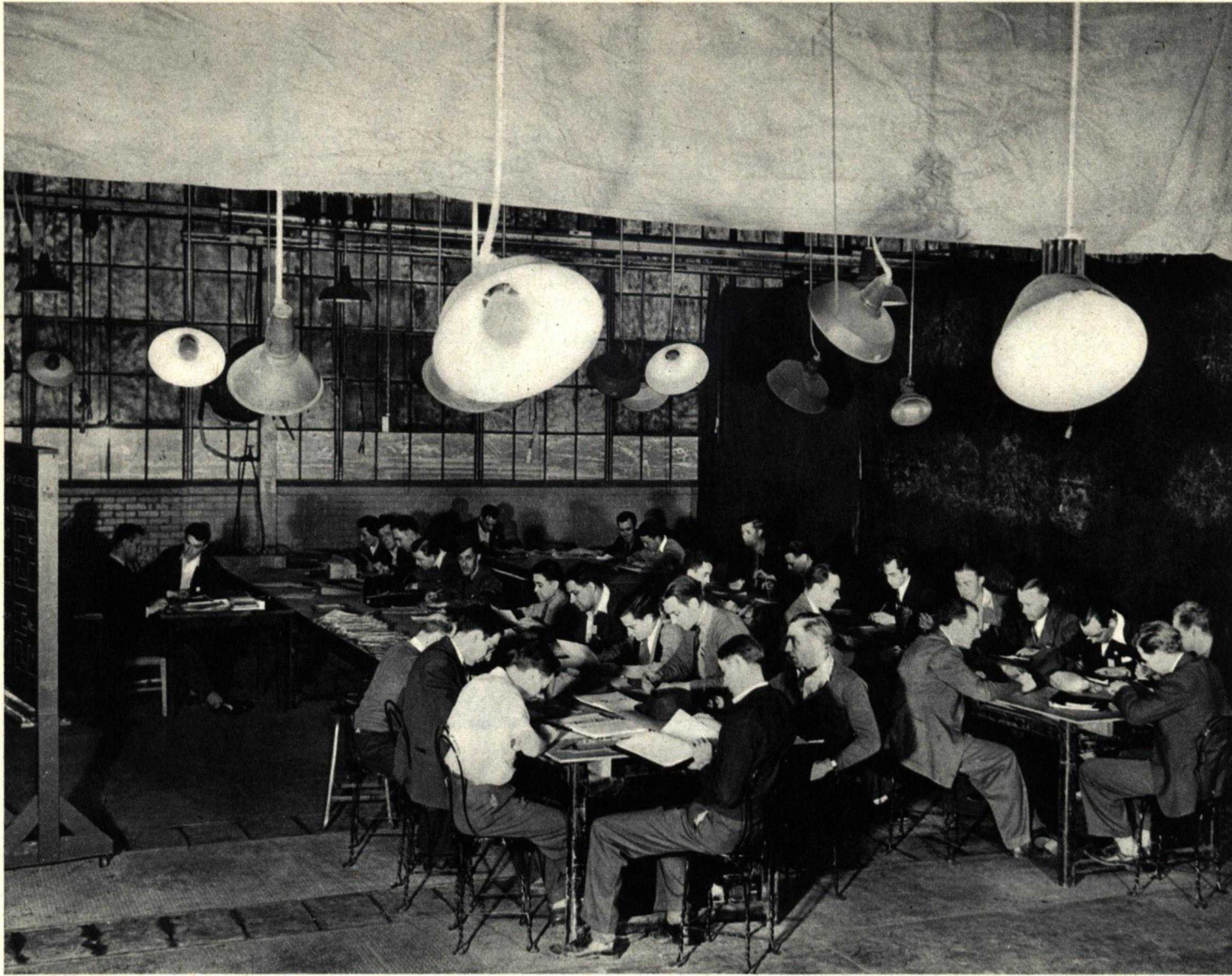


Too low for aircraft production, the roof of the main plant at Linden had to be raised 26 feet, and quickly.

PLANNING

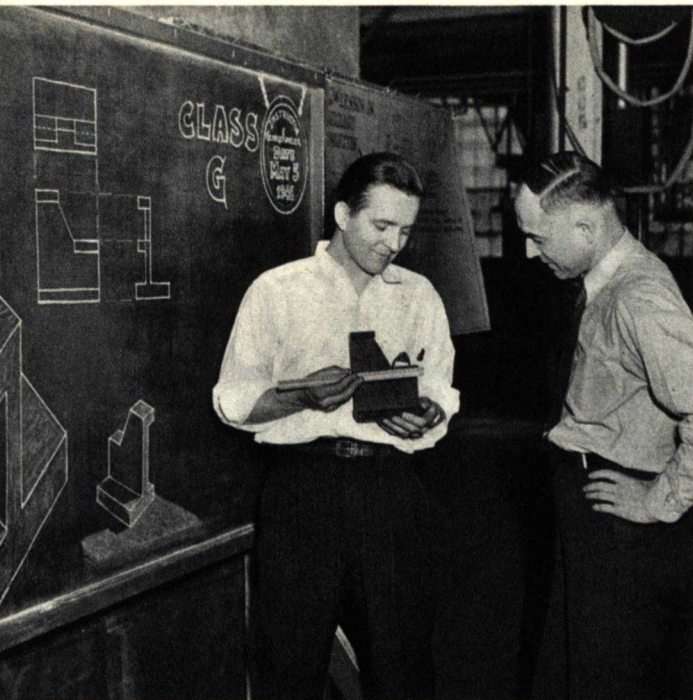


New engineers examine plans and data for two new products — the carrier-based Navy Avenger torpedo bomber and Wildcat fighter plane. Collecting accurate engineering information was the starting point.



TRAINING

The old automobile final assembly line at Linden was used temporarily for a new purpose – for training classes.

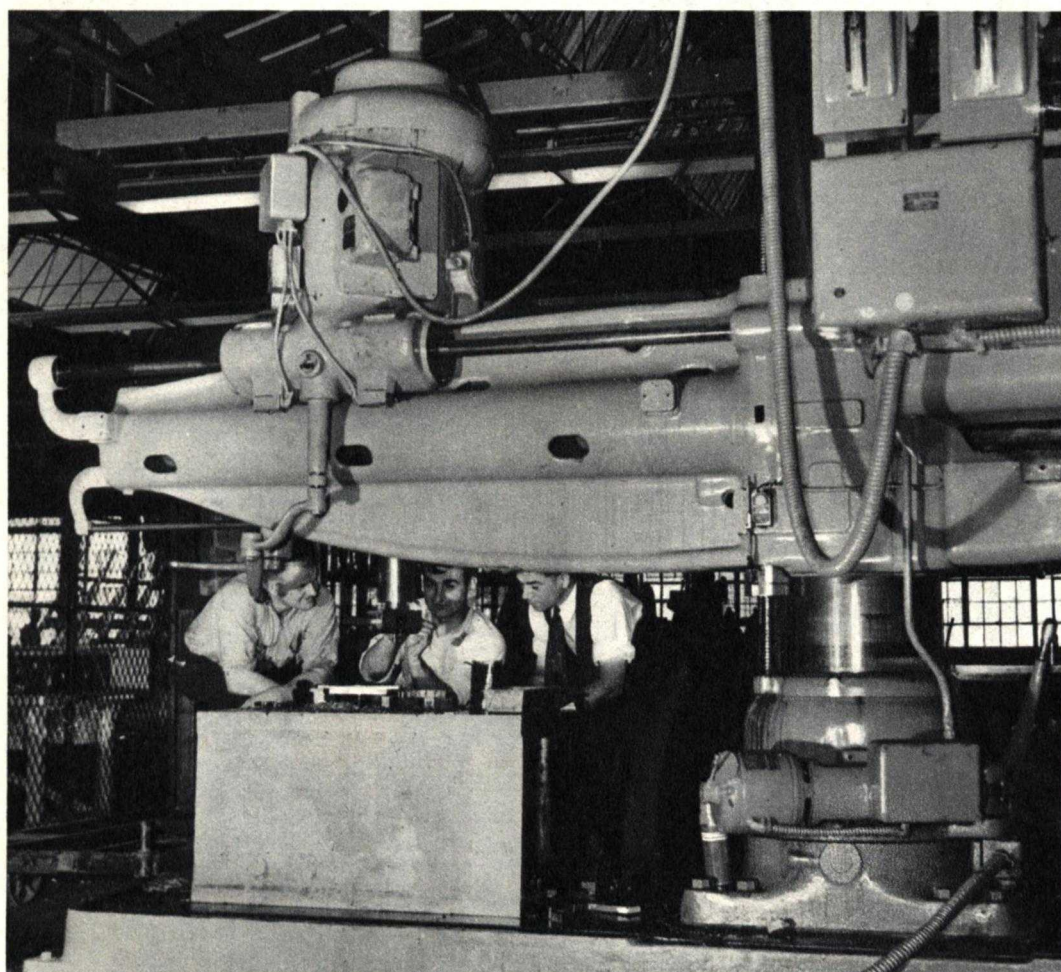


Everyone was learning something new – inspection (left), rivet sorting (right), and welding (below).





*INSTALLING
NEW
MACHINES*



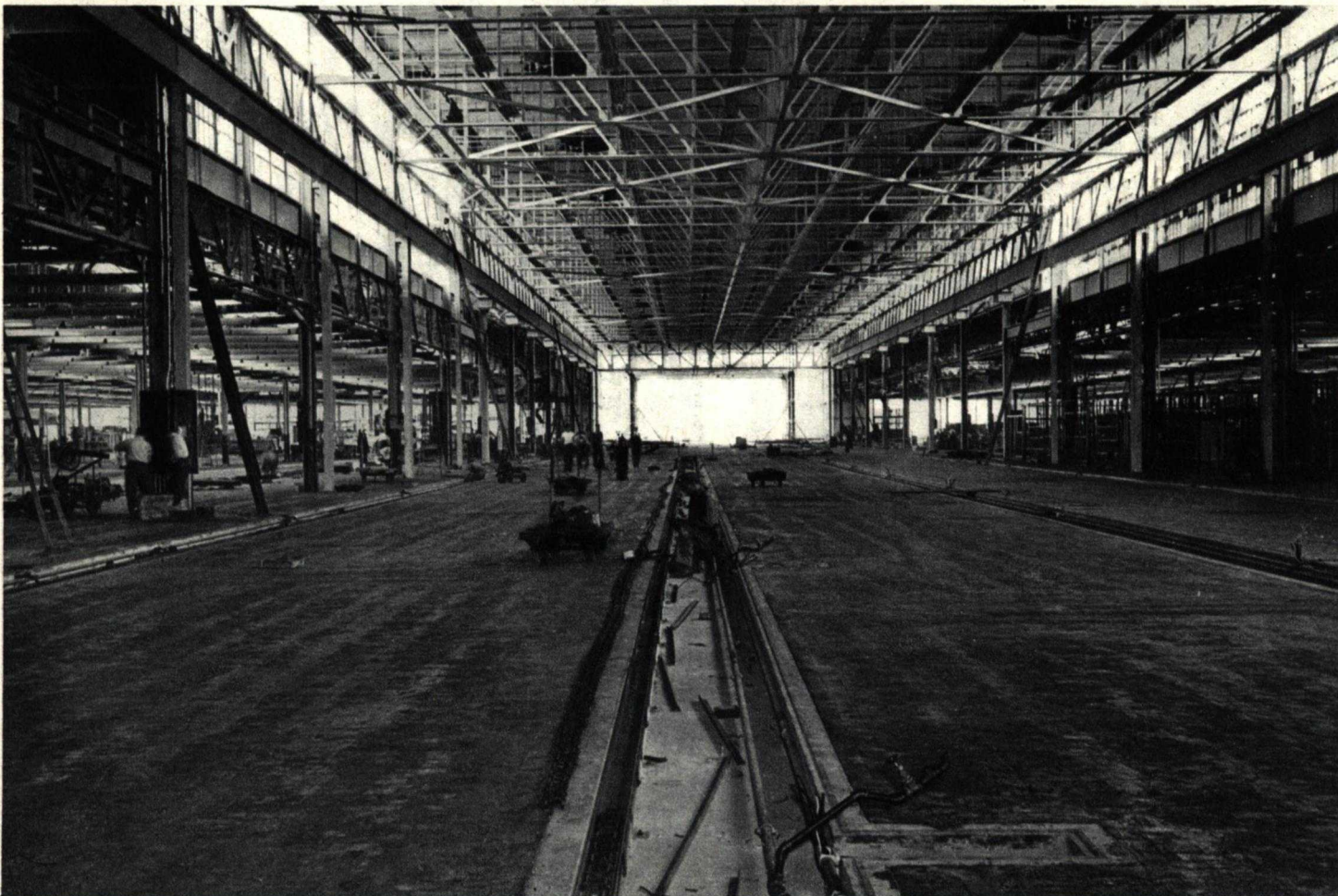
Huge empty plants were soon welcoming through their doors new machinery for installation. Presses, routers, jigs, etc., were soon set up.



A BIG ONE — A giant press, destined to cut out many parts for both planes, takes the center of the stage.



Special aircraft jigs and fixtures were installed and then tested for accuracy.

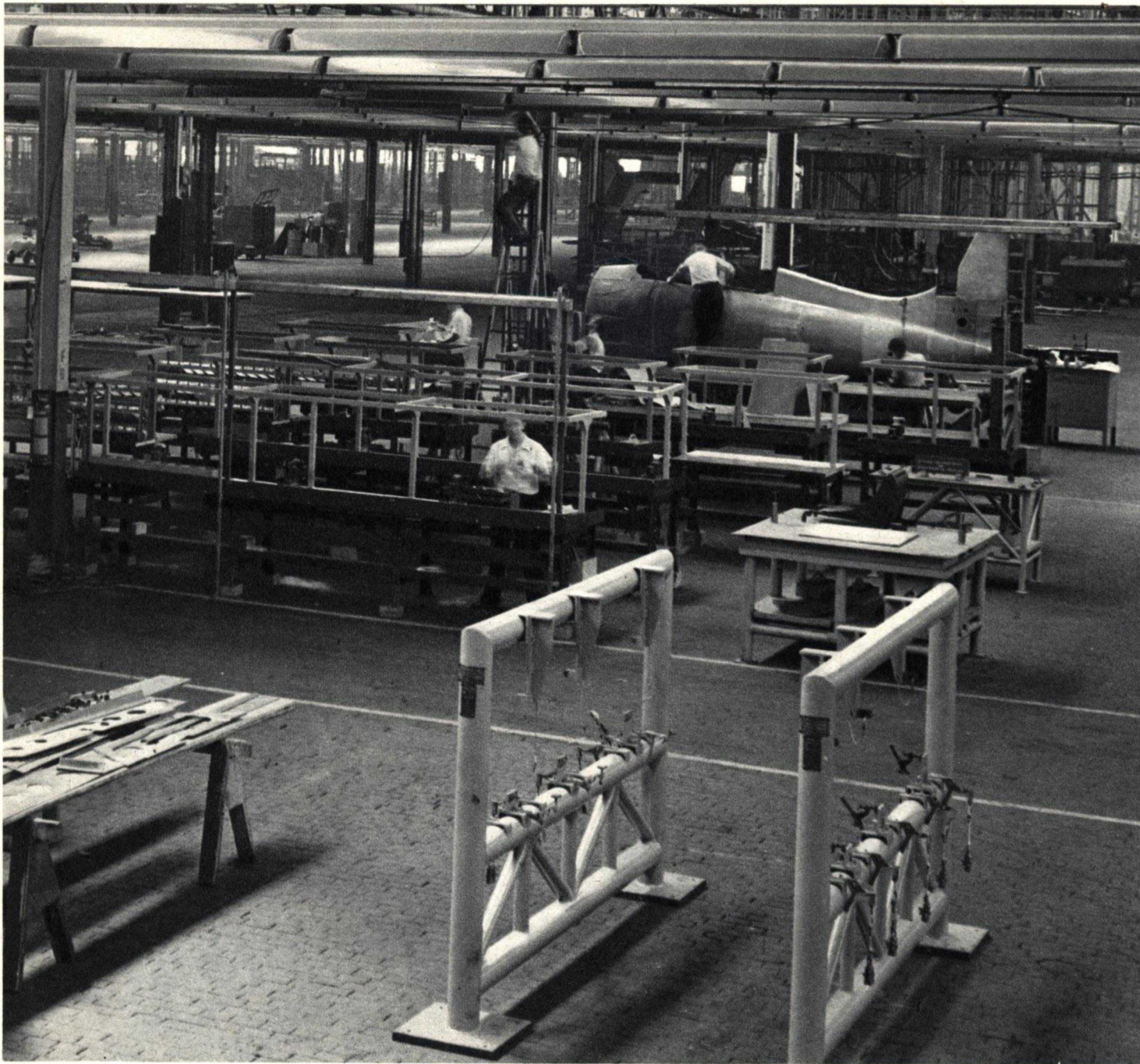


New conveyor lines, designed to carry airplanes, were installed through final assembly at the Linden plant.



BUILDING AIRPORTS

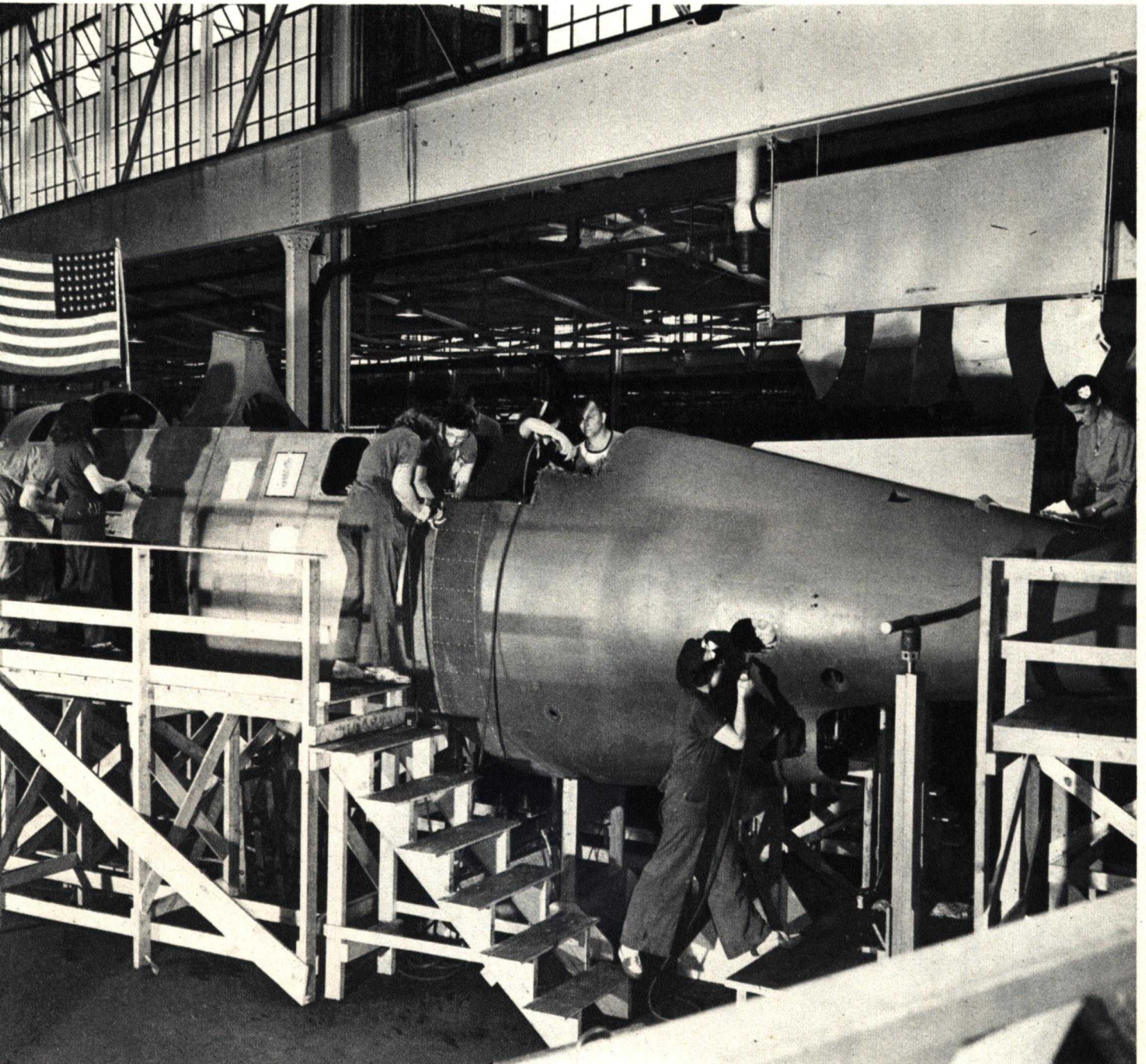
Mud, mud everywhere as the new Linden airport took shape. Trenton, also, had to have an airport where planes could be tested. These airports complete with hangars were built on the clay flatlands of N. J.



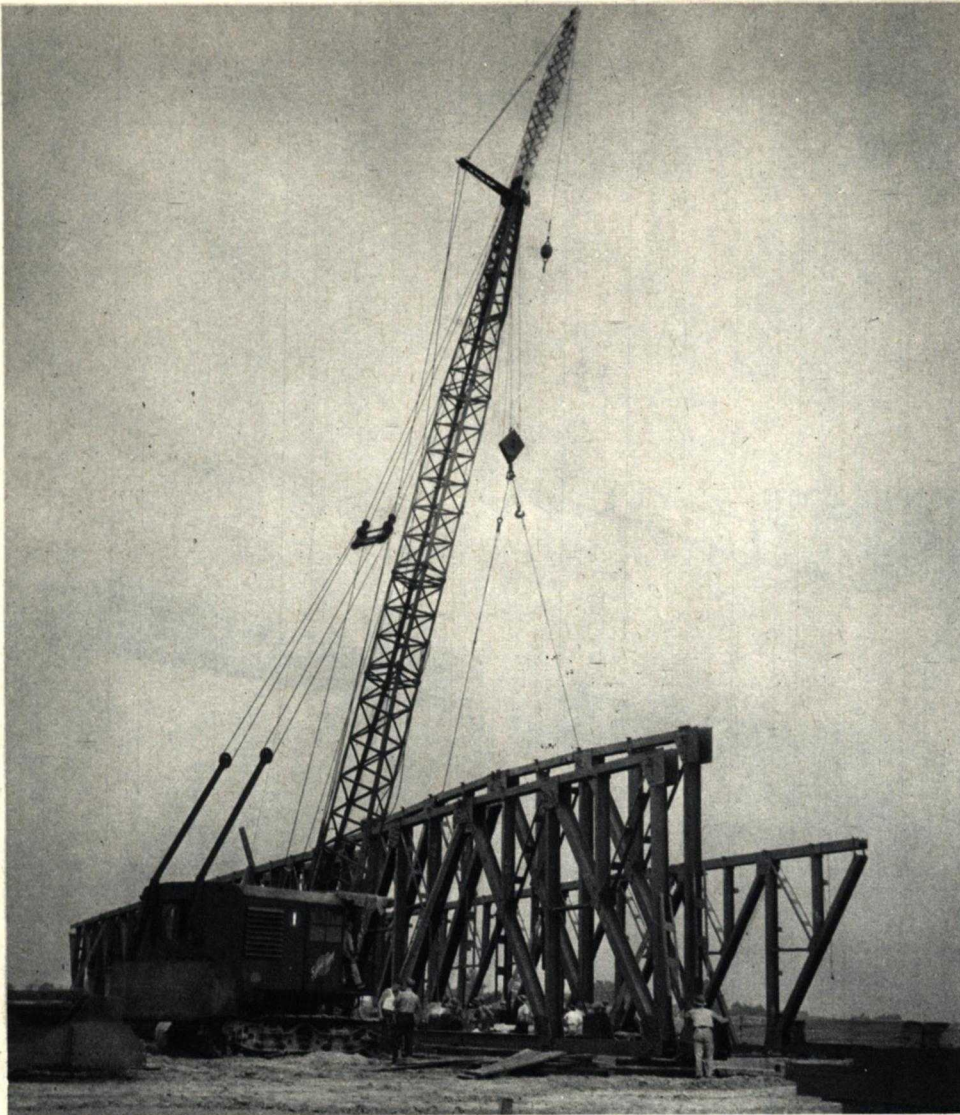
FIRST WILDCAT

ALL ALONE — The first Wildcat, hand fabricated, passes through the Linden plant still far from completion.

FIRST AVENGER



AT TRENTON — The first Avenger, meanwhile, was making its trip through the vast expanse of the main plant.



THE HANGARS GROW

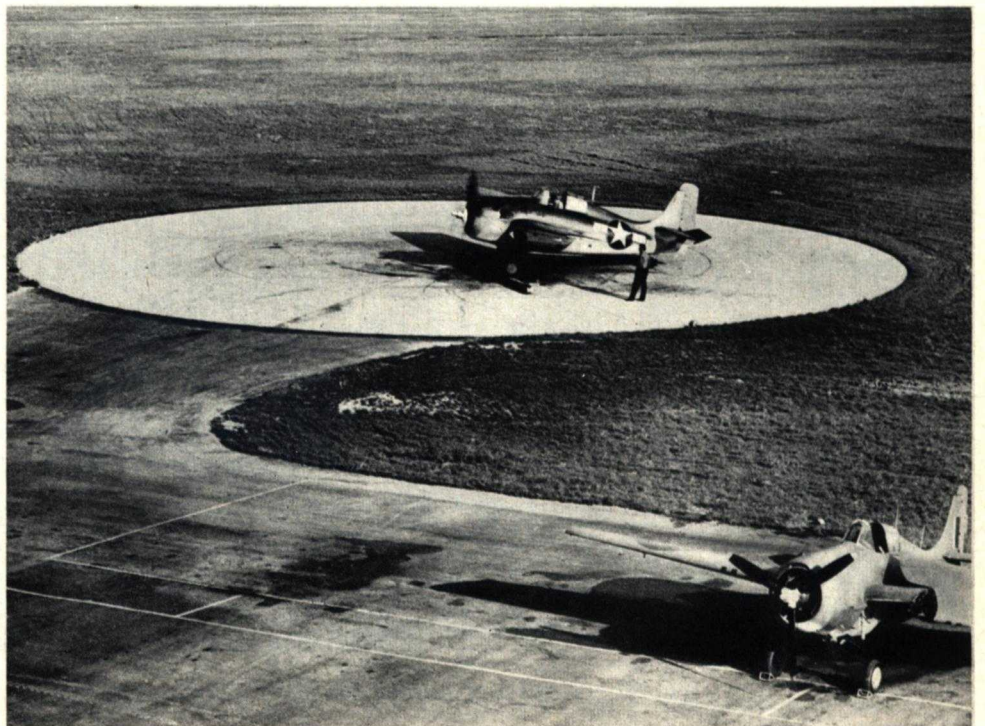
Two pre-fabricated sections of a hangar are swung into place at the Linden airport.



Structural steel workers high over Trenton airfield riveting frame of hangar.



A control tower was placed atop the Linden hangar to guide Wildcats in flight.



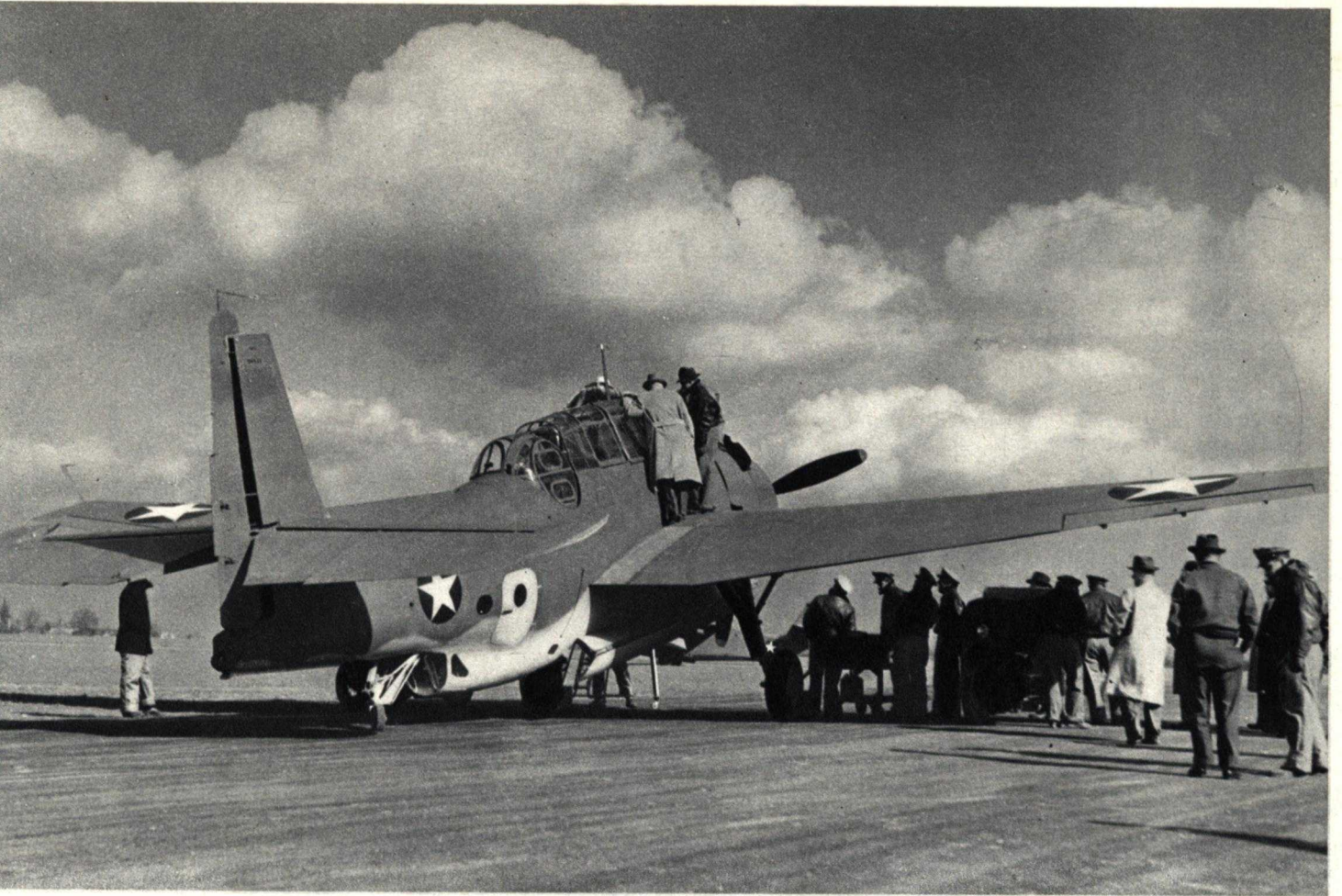
Compass "Rose." Compass in each plane gets a correct setting at a concrete rose.



FIRST WILDCAT FLIGHT



The first Wildcat is readied for flight September 1, 1942.

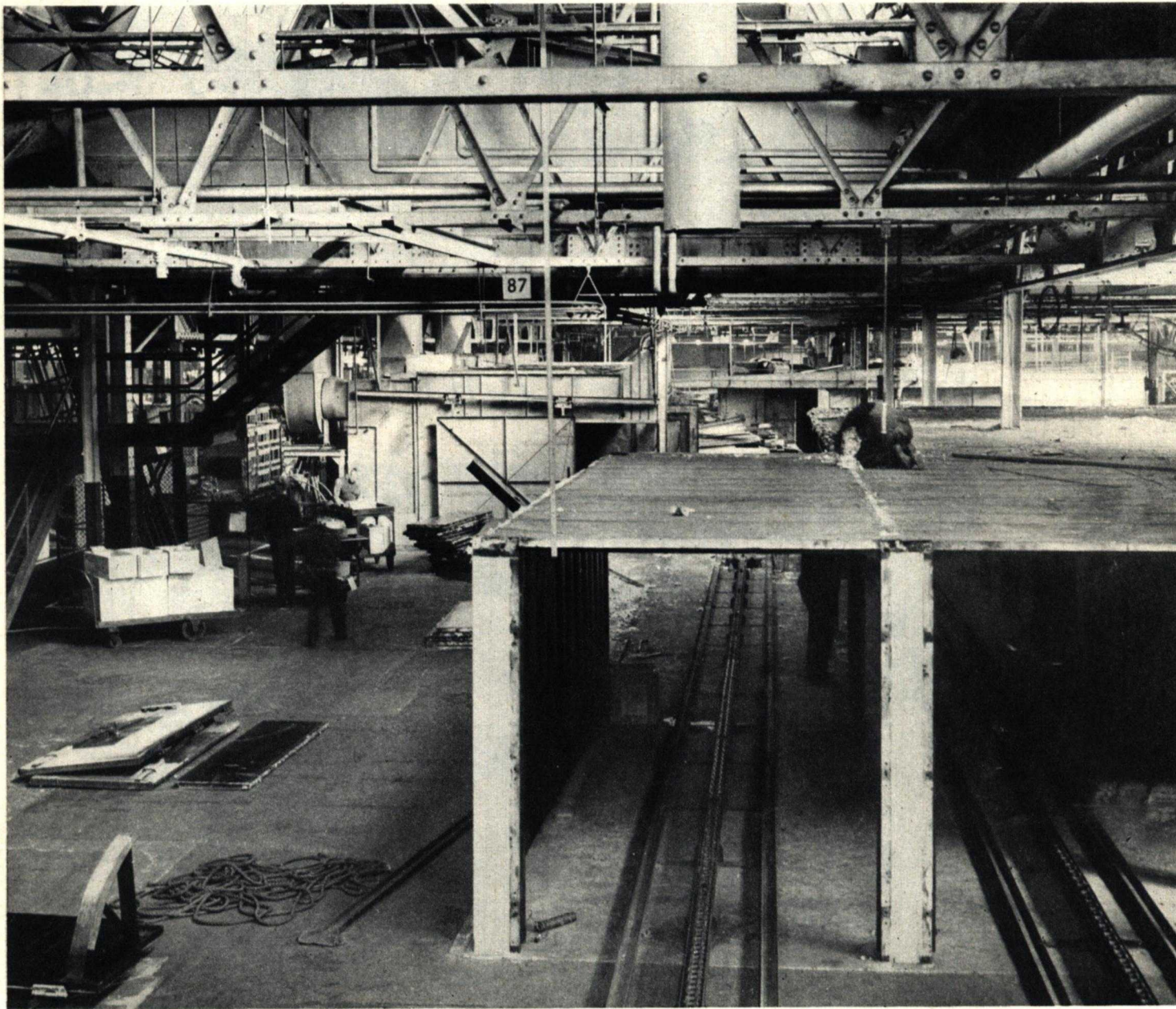


FIRST AVENGER FLIGHT

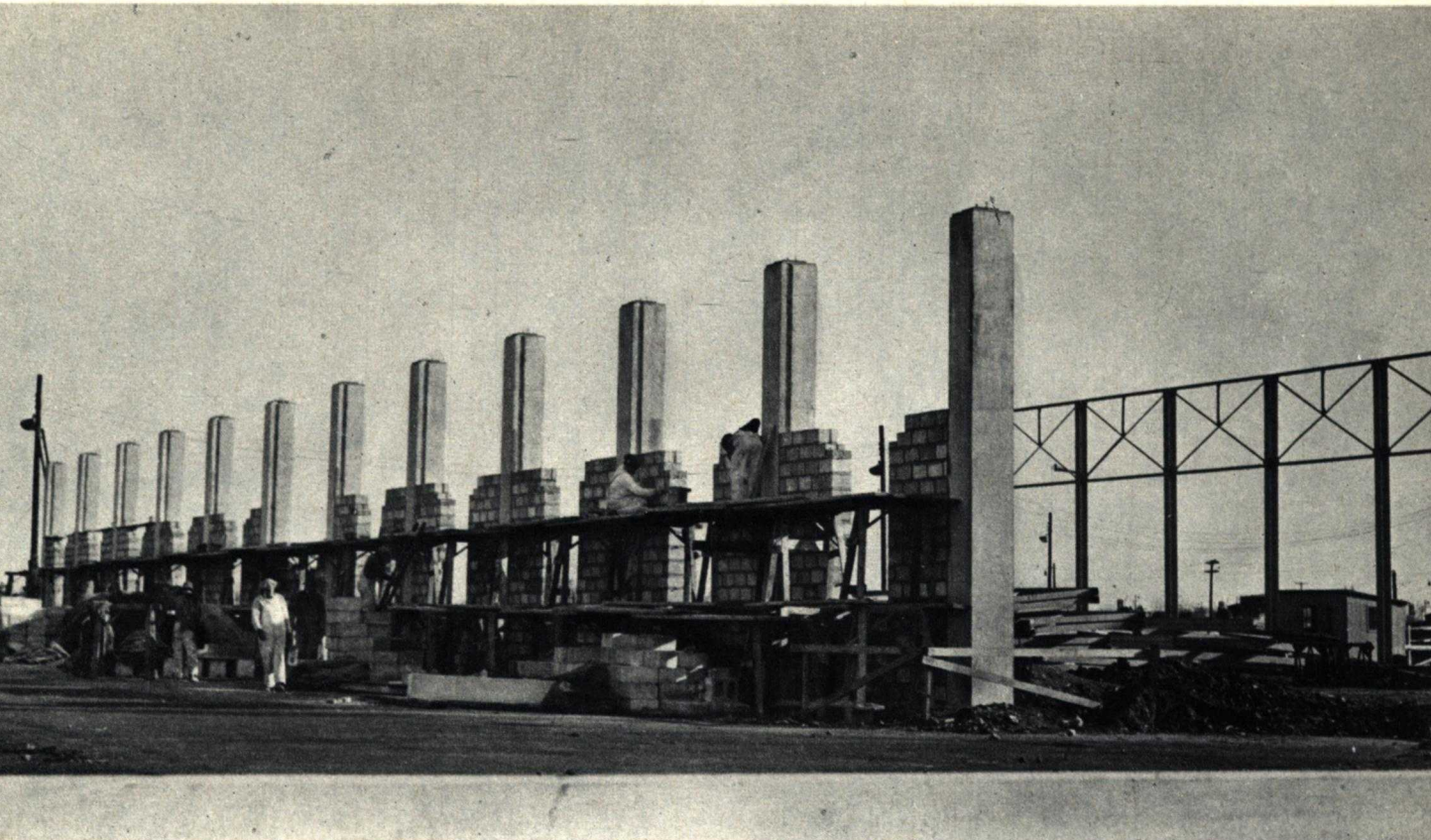


After ten months — the first Avenger is checked for its first flight — November 12, 1942.

EXPANSION



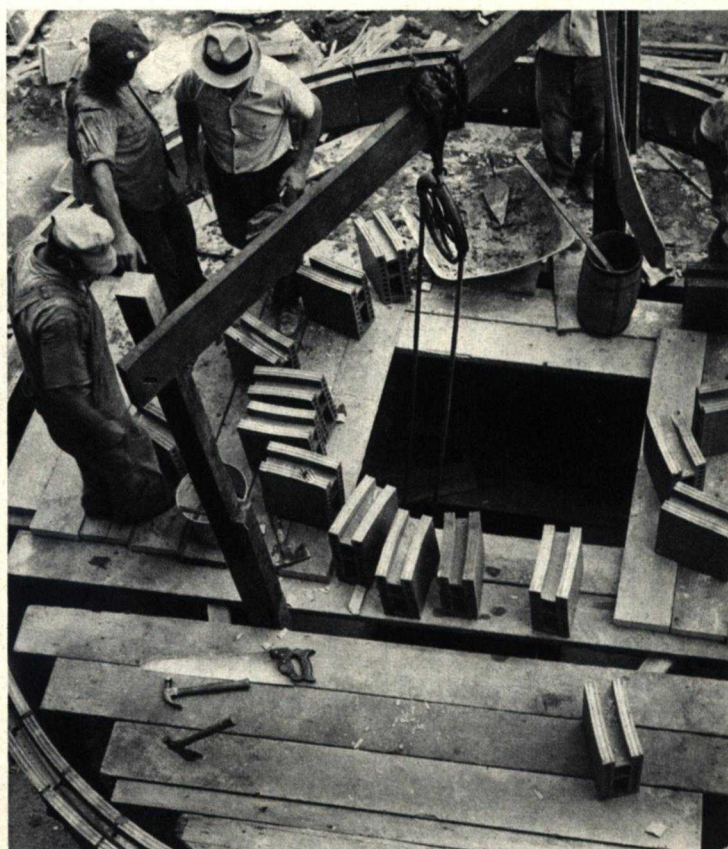
Through a brick wall and into the Chevrolet Body plant next door went the Baltimore Eastern Aircraft plant. In a few short months, the production of control surfaces for the Avenger took the place of automobile assembly.



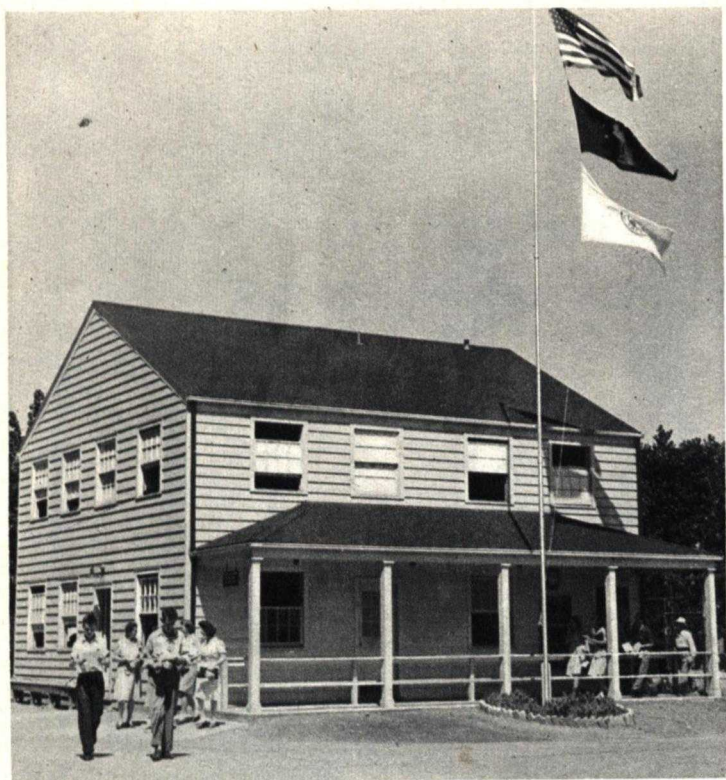
Skeleton columns point skyward as a new "check-up" and "run-in" hangar takes shape at the rear of the Linden plant. Completed in May, 1944, it was soon filled with the Navy's FM-2 "wilder" Wildcats.



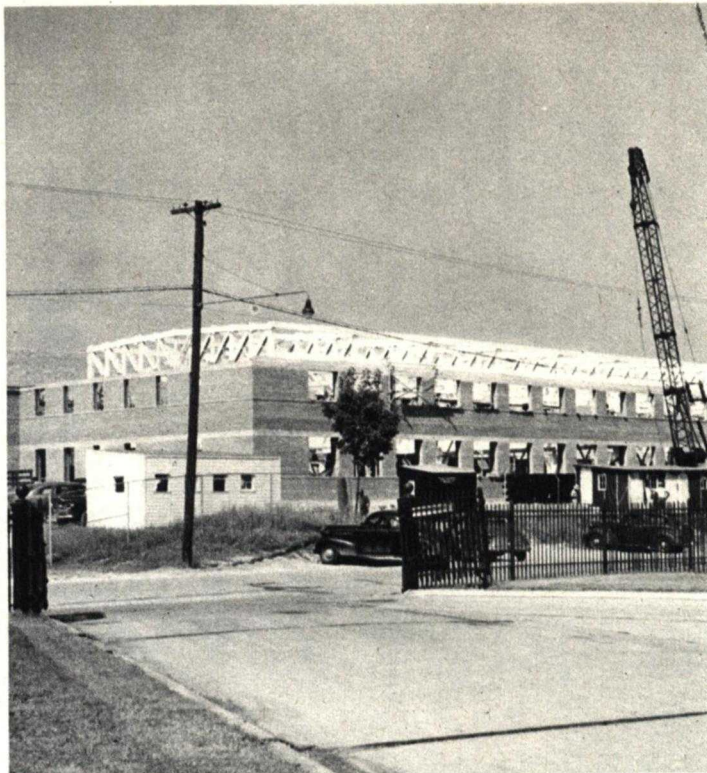
At Linden the expansion program included a new Drop Hammer building to facilitate production of planes.



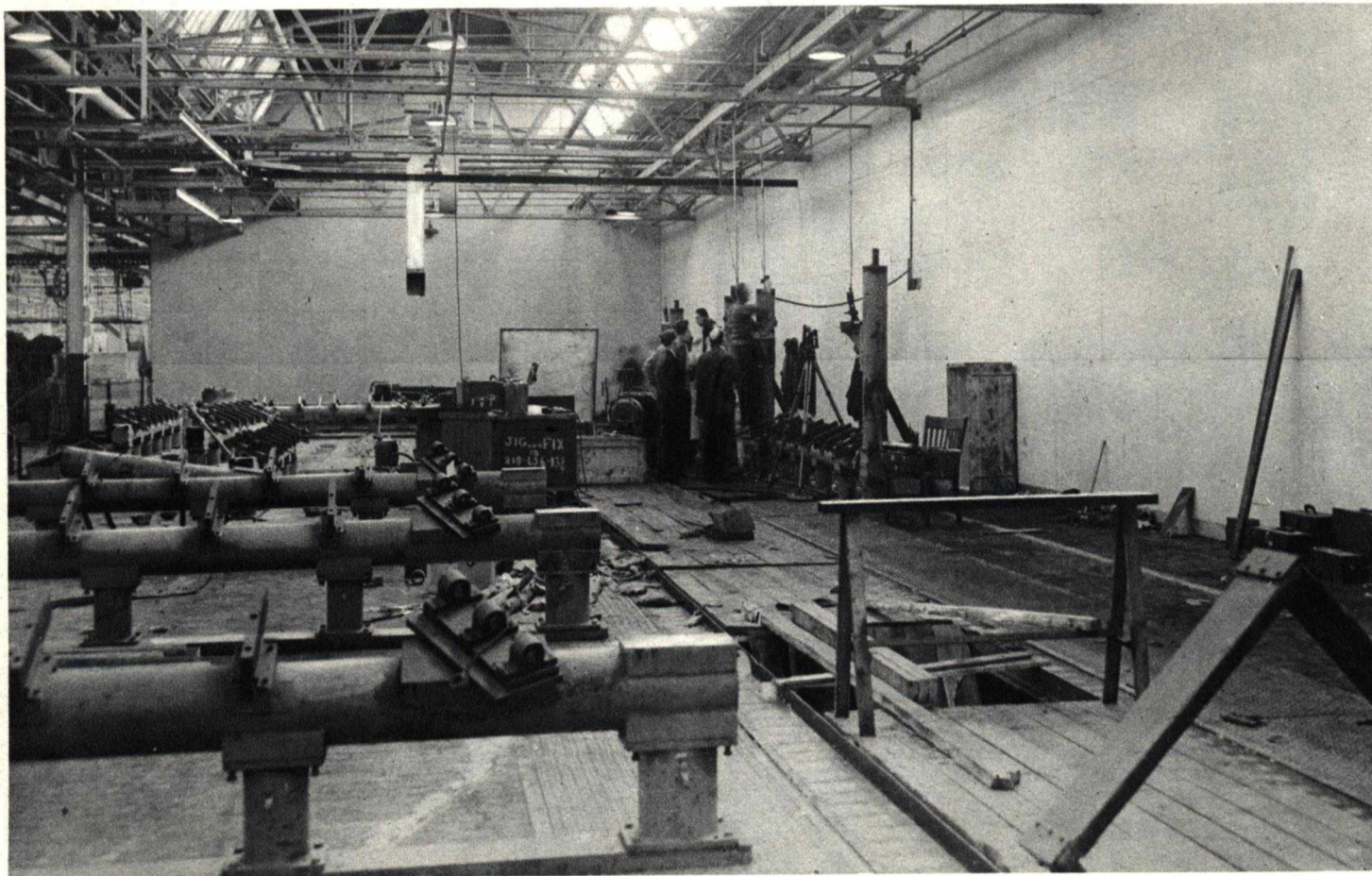
Early nationwide oil shortage affected several Eastern plants. Coal silo is built at Bloomfield as insurance.



The Stars and Stripes fly high over the new, modern "Gate House," one of many additions at Bloomfield plant.



Pasture land gave way to this new office building at Trenton required by the expanded Avenger operations.



A shift of many assemblies from Trenton to Tarrytown required expansion of the latter's facilities. Workmen lay out the new TBM center section department in the adjacent Chevrolet plant taken over for new space.



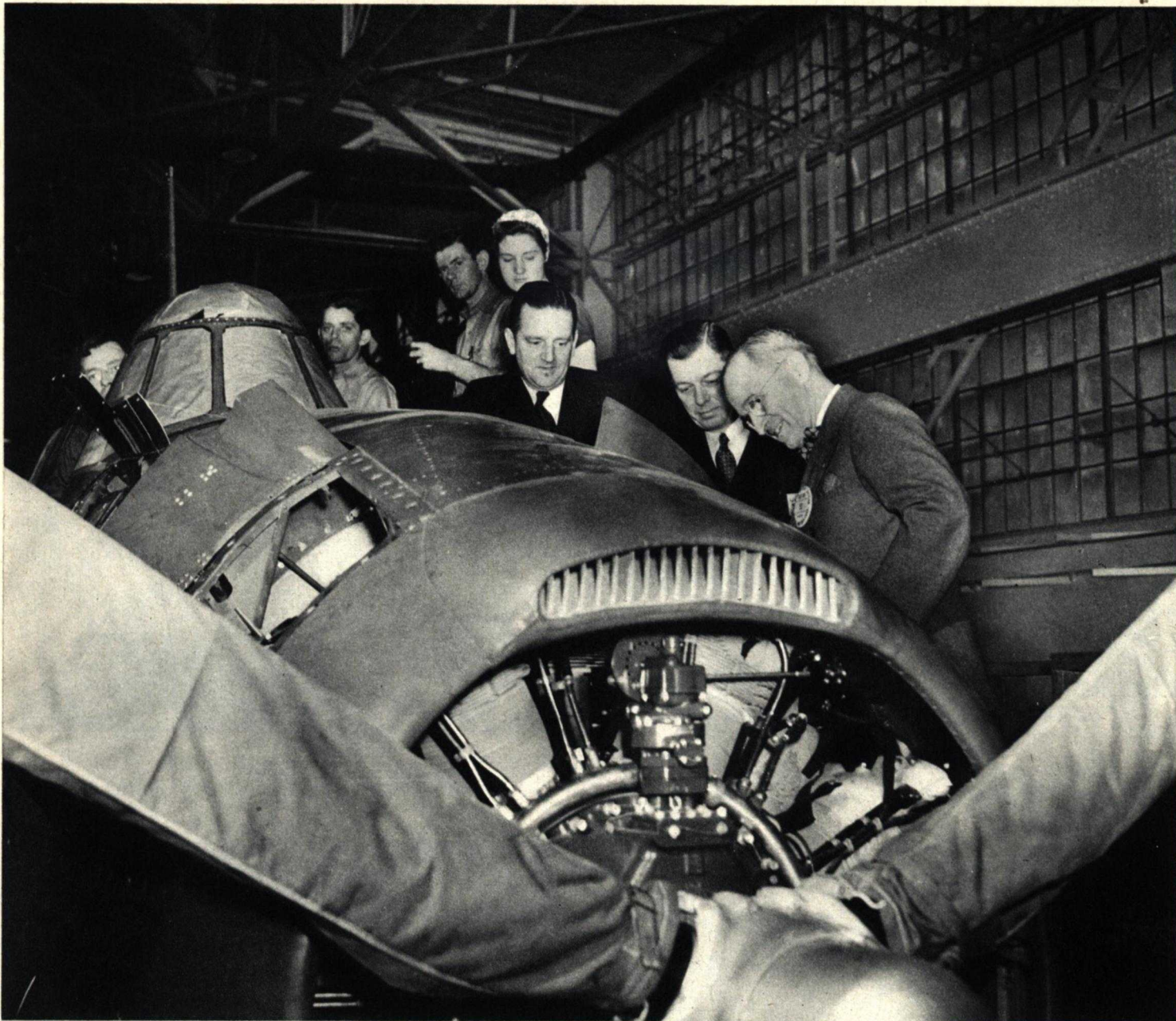
A labyrinth of lumber, steel and concrete forms into another new building at the rear of the Linden plant. The packaging, classification and shipping of Wildcat spare parts necessitated this vast, new addition.



Trenton's final assembly line needed more room to meet higher schedules. Problem was solved by this addition.



More space was needed at Bloomfield. High brick walls frame a new large addition to the main Bloomfield plant.

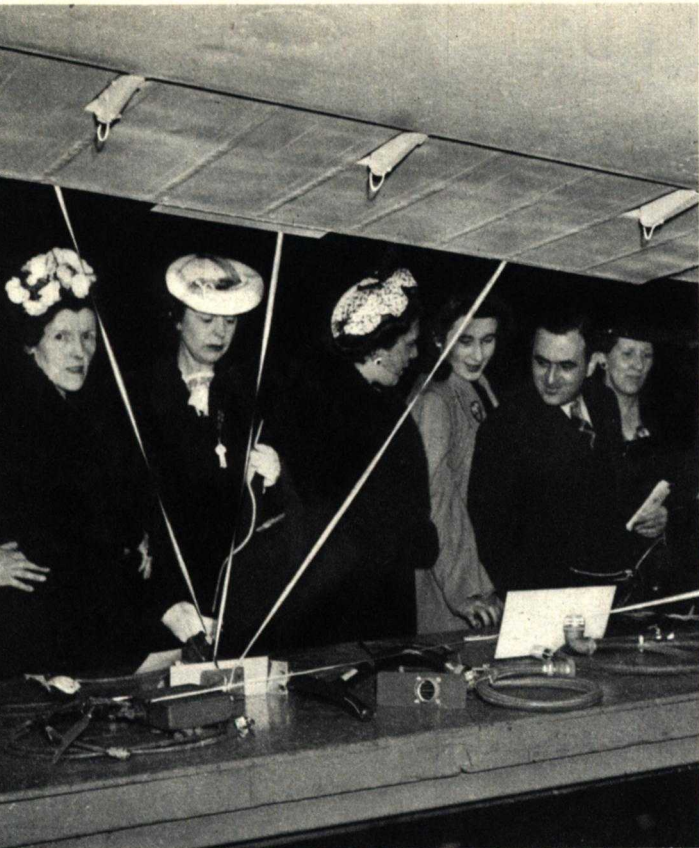


EVENTS

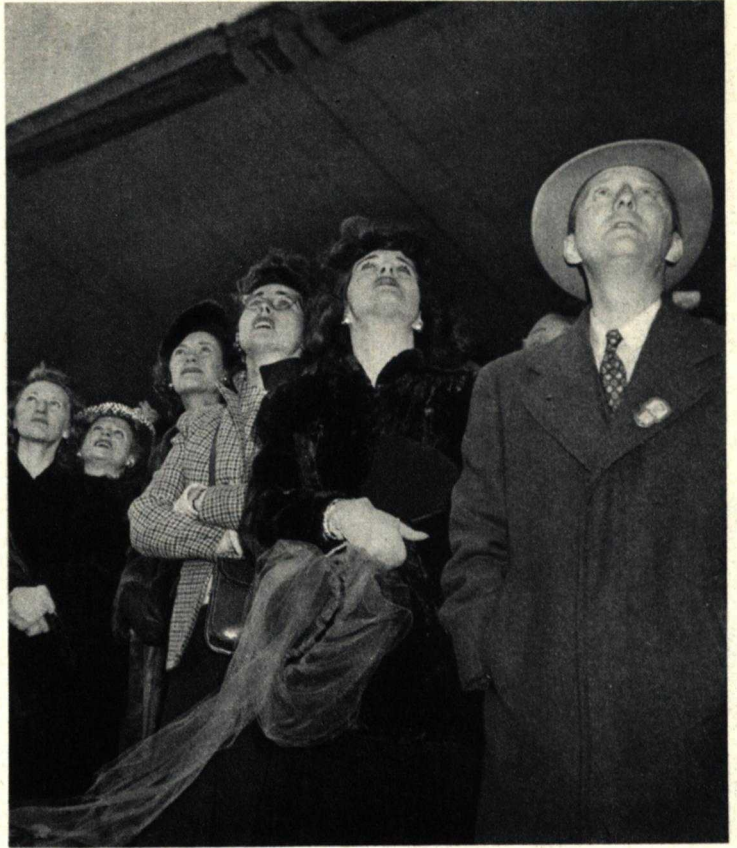
Senator Truman and his Senate Investigating Committee visited the Trenton and Linden plants on March 15 and 16, 1943, and were impressed with the speed and completeness of the conversion from automobiles to planes.

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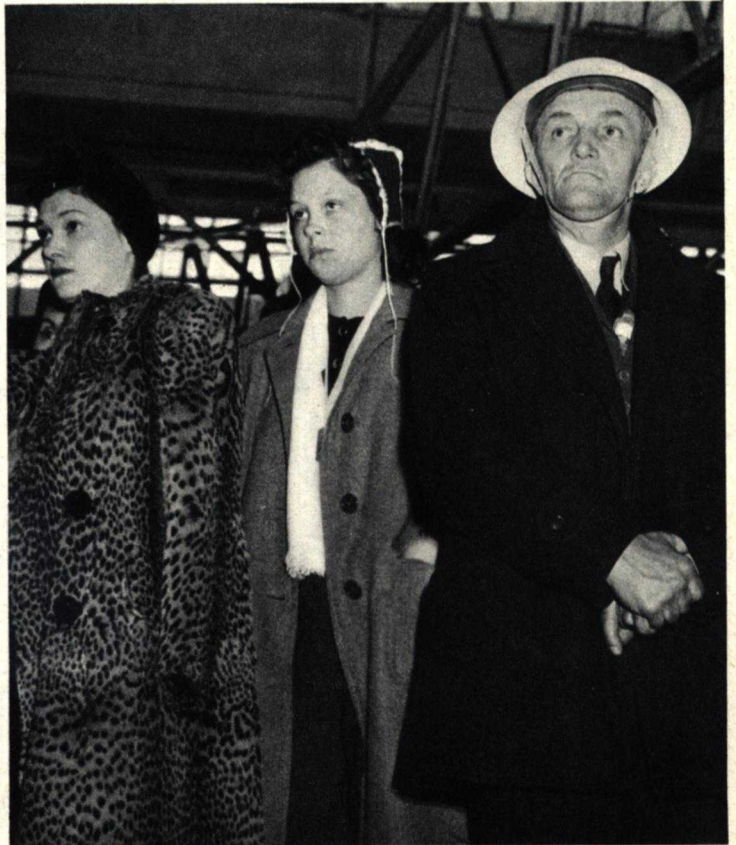
Bloomfield visits Linden. Streamers attached to Bloomfield parts flowing into a completed Wildcat show location and importance of each item.



High overhead a Wildcat twists, dives and climbs for enthusiastic Bloomfield visitors. This was the first time many had seen a Navy Wildcat fighter in flight.



Back from the battles all over the world came seasoned Navy veterans to tell of the need for planes. Bloomfield and Tarrytown held spirited rallies but a few days apart.



Anxious employes on the home front at Tarrytown listened intently as a wounded U. S. Navy veteran told a grim battle story involving an Avenger torpedo bomber.



It started with a coin and grew to \$5256 when Linden workers in a spontaneous demonstration stuck their cash around an Eastern Wildcat for the Navy Relief Fund.



Baltimore workers saw their first complete Avenger when a torpedo bomber from the Trenton plant landed at the airport and was displayed at a nearby field.



The arrival at production milestones called for rallies within the plants. Thousands attended every event.

Stage and screen star Jean Parker did the honors when the 1,000th Avenger came off the Trenton line.



Splash! Mary Martin, star of Broadway and Hollywood, tagged the 2,500th Wildcat in a ceremony for employees.





The new FM-2, known as the "wilder" Wildcat, made its debut à-la-circus for members of the press in the Linden hangar. A huge, realistic paper and wooden circus wagon housed the 'cat before it broke loose.



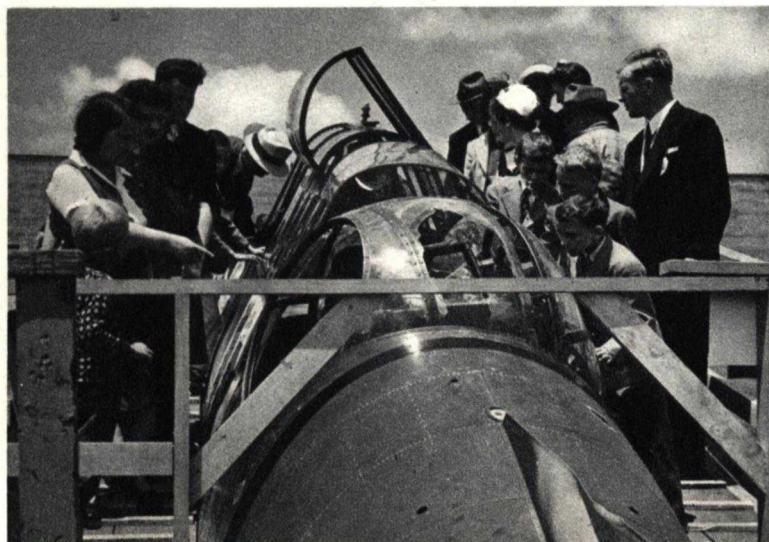
"May I come in Mister?" The Family Day at Linden was the delight of all employes' children for miles around.



They came by the thousands to Linden on Family Day to see how daddy, mamma, brother or sister made Wildcats.

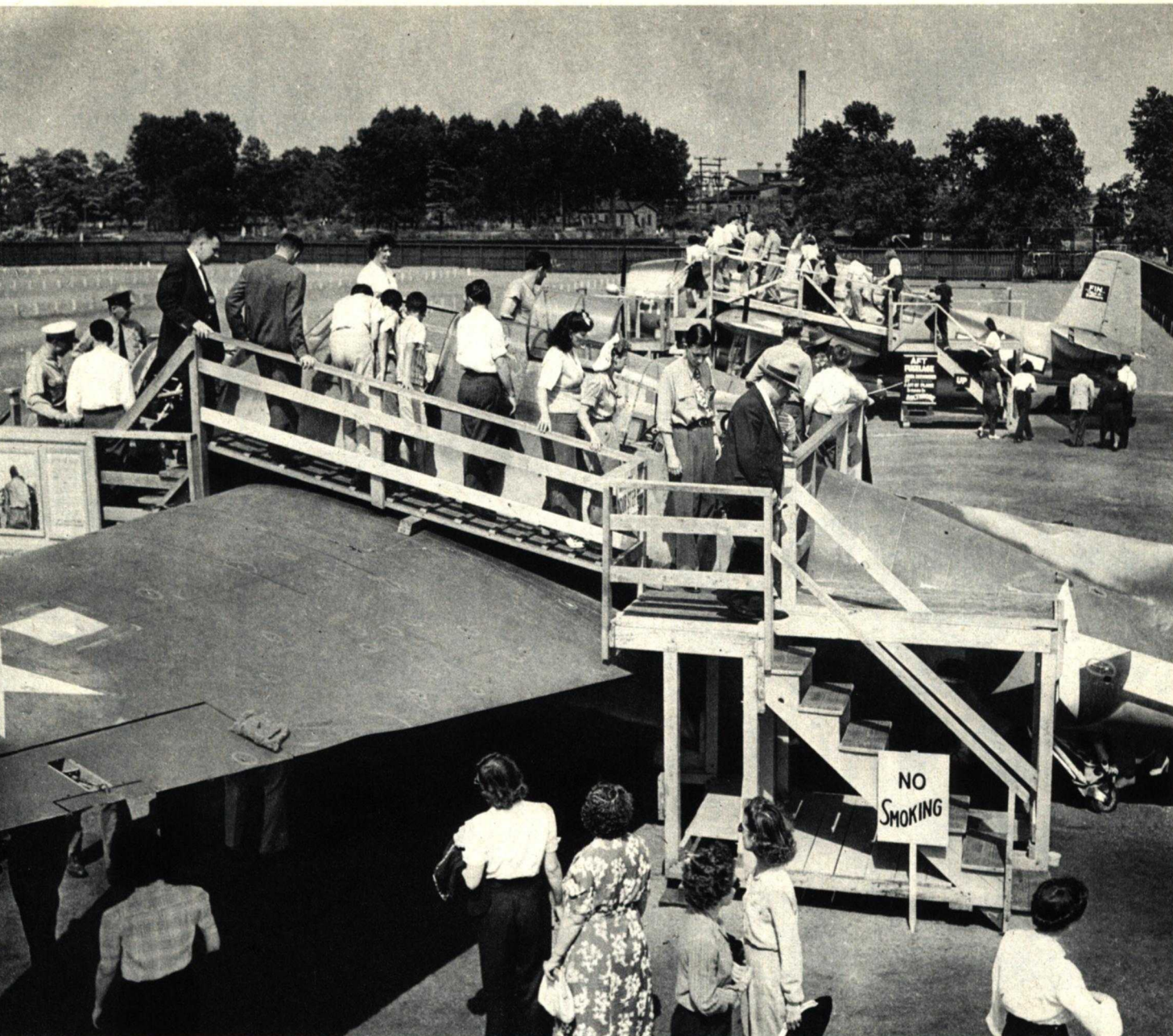


Family Day at Linden kept Plant Protection men busy lifting children of Linden and Bloomfield employes in and out of an excellent copy of a Wildcat cockpit, complete with stick, instrument panel, and canopy.



Avenger torpedo bomber, bearing the scars of a battle over Rabaul, attracts visitors at Trenton Family Day. Note shell holes in wing and tail.

Trenton employes and their families inspect the riddled cockpit and turret of the Avenger. This veteran took the measure of several Jap ships.



Two Avengers, one battle-torn, the other stout, sleek and new, were the feature attractions on Family Day held recently at the Baltimore plant.

The story of how this Avenger bomber ripped Jap planes and ships at Rabaul interested Family Day employees and friends at the Baltimore plant.





The presentation of the Navy Air Medal to a wounded Avenger turret gunner highlighted a rally at the Tarrytown plant that drew ten thousand employees and friends and reached America over the air.