



VOL I

TEXAS ENGINEERING & MFG. CO., INC., OCTOBER 6, 1946, DALLAS, TEXAS

No. 16

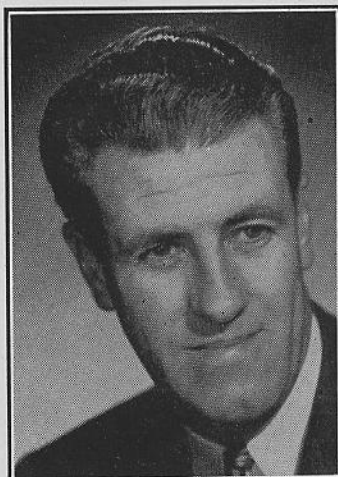
## WELCOME TO TEMCO

### DEAR FRIENDS:

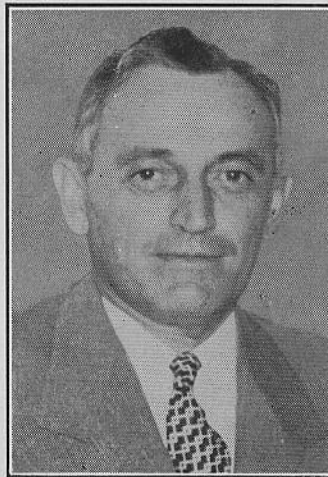
*It is indeed a pleasure to welcome you all to TEMCO's Open House. The Management is deeply appreciative of the achievements of its employees and is proud to have you as a visitor to look over our plant and see the progress which has been made since last December, the date this Company formally started operations. We hope you enjoy your visit. For your convenience, you will find a diagram on the last page of this leaflet which will assist you in finding your way through the various departments of the plant.*

*Sincerely,*

**BOB McCULLOCH.**



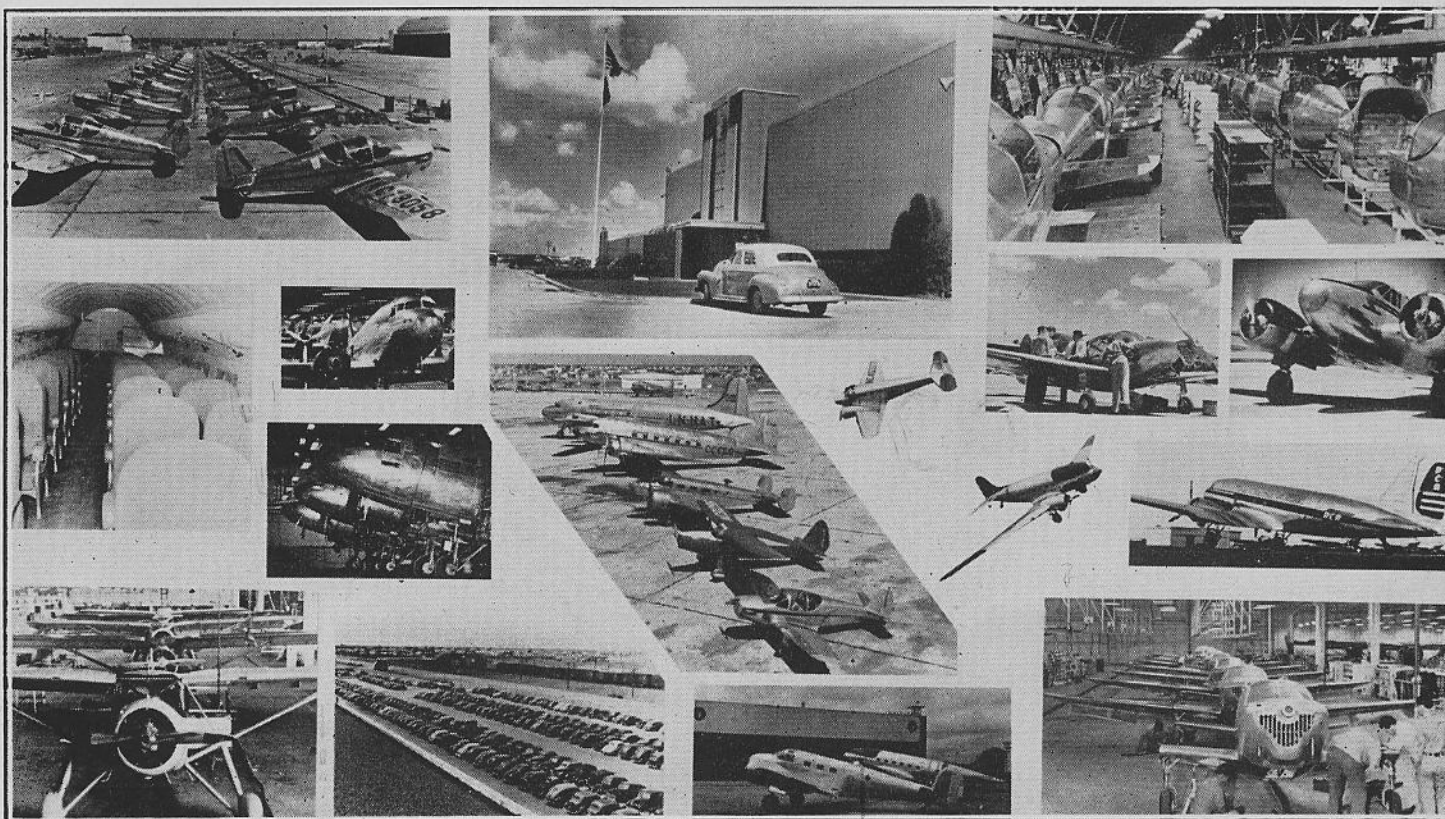
**ROBERT McCULLOCH**  
*President & General Manager*



**H. L. HOWARD**  
*Executive Vice-Pres. & Treasurer*

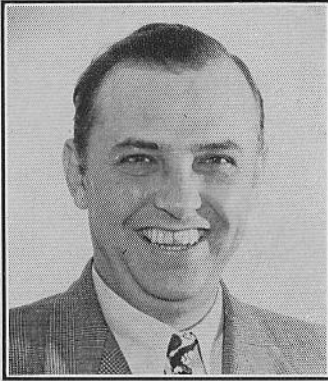


**AL V. GRAFF**  
*Director & Gen. Superintendent*



## Meet The TEMCO Management

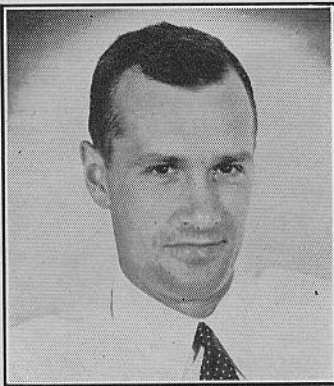
These are some of the men in the group  
with whom Bob McCulloch started  
the original TEMCO organization



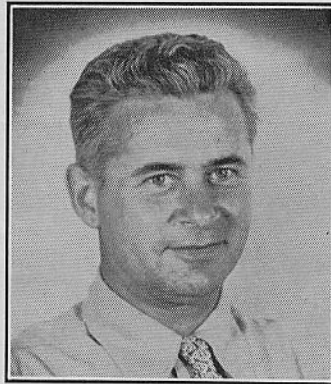
CLYDE WILLIAMS  
*Secretary & Assistant Treasurer*



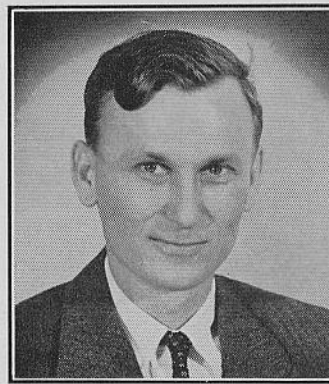
JOSEPH H. BAYLIS  
*Industrial Relations*



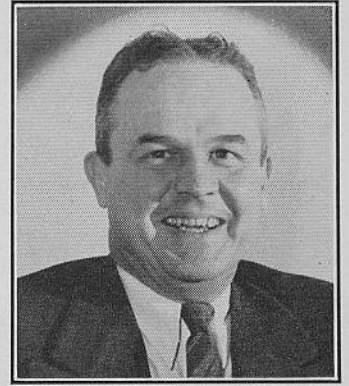
HOWARD JONES  
*Plant Engineering*



TED H. BECK  
*Aircraft Engineering*



CHARLES D. COLLIER  
*Purchasing*



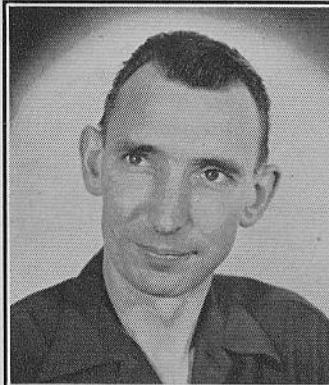
JOHN A. MAXWELL, JR.  
*Manufacturing Control*



ROBERT F. YONASH  
*Production Engineering*



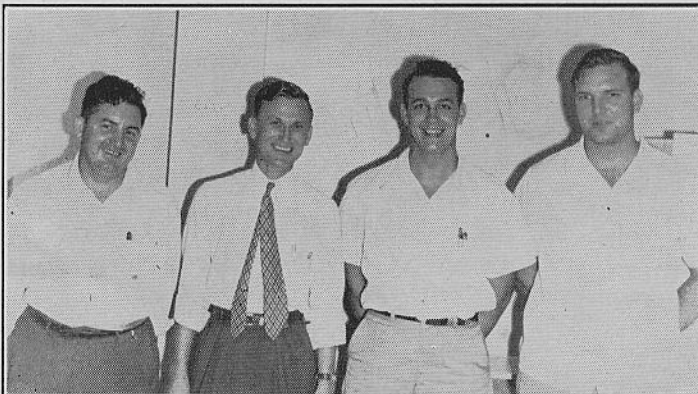
J. C. MCKELVAIN  
*Inspection*



OTTO WITBECK  
*Shop Superintendent*



O. A. BERTHIAUME  
*Shop Superintendent*



*Officers of our Supervisory Club—  
J. Melton, C. Collier, H. Bellomy, H. Ridgley*

This is a special addition of  
TEMCO TIDINGS printed  
for our friends and em-  
ployees who visited us on  
Open House Day.

### HEY KIDS!

Visit Our  
Popcorn Machine  
Department and Get  
a FREE Bag of  
Popcorn



# The Beginning Of The Texas Engineering And Manufacturing Co., Inc.

*(Reproduced through courtesy Southern Flight Aviation Magazine)*

With one of the highest production records of any wartime aircraft factory, the government-built plant at Dallas formerly operated by North American Aviation, Inc., had small chance of postwar utilization. Industrialists studied its possibilities for a wide range of manufacturing—from pots and pans to automobiles, furniture to prefabricated houses, refrigerators to rubber tires. Even Chamber of Commerce scouts came to realize the truth of what J. H. Kindelberger, president of North American Aviation, Inc., had told them. The huge windowless plant was too big for anything but war production; lighting, air-conditioning and maintenance costs would be prohibitive. It looked like abandonment for the five-year-old \$30,000,000 facility and the 40,000-odd men and women it had trained to operate its high-production machinery.

But inside North American's work force the gloom wasn't so real. Division Manager Robert McCulloch and Division Comptroller M. L. Howard, with several members of the staff, had been searching individually and on their own for a plant they could test if and when the decision to abandon were made. In huddles over lunch and during studious after-work sessions they surveyed the salvage possibilities of the unwanted resources the government was releasing. What they came up with was the opportunity of a life-time—if it worked. Success of their efforts has since resulted in one of the aviation industry's most unique and outstanding conversion accomplishments.

"We figured we could do what large firms such as North American couldn't undertake for practical rea-

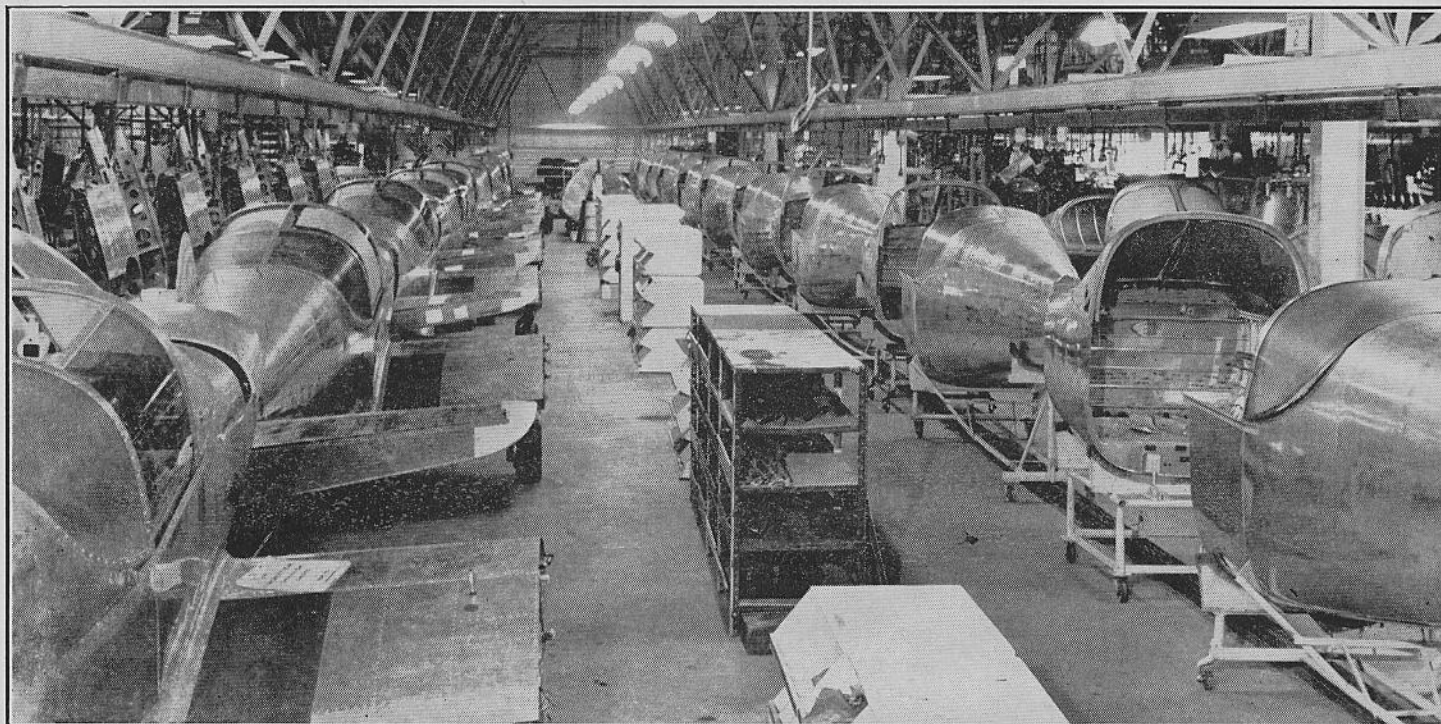
sons," McCulloch recalls. "We could afford to start small and build from there. There were problems, all right, but we formulated an agreement for partial utilization and prorated expenses whereby the government and we could both profit while the factory could be retained on a standby status as military property."

McCulloch and his group organized the Texas Engineering & Manufacturing Co., Ltd., a partnership, on December 1, 1945, with a total investment of \$25,000. They purchased \$100,000 worth of tools formerly owned by North American, and leased \$850,000 worth from the government. Twelve of them started the venture—their payroll now carries 2,500 persons. TEMCO is utilizing over 1,000,000 square feet of floor space.

Know-how is the most valuable asset the new firm salvaged from the war-weary plant which had produced 24,000 fighters, bombers, trainers and transports in five years. At peak efficiency it turned out over 700 airplanes in a single month, a record. McCulloch's force includes key figures among North American production stars. Such as Ted Beck, who was chief engineer; Bob Yonash, chief tool engineer Al Graff, general plant superintendent; Otto Witbeck, superintendent of final assembly; O. A. Berthiaume, superintendent of sheet metal detail; John Maxwell, director of factory coordination and planning, Clyde Williams, chief accountant, Charles D. Collier, purchasing department; J. C. McKelvin, inspection department, Howard Jones, plant engineer; Joe Baylis, personnel director, and many supervisors and foremen—all top in their skill—who are

*(Continued on Page 4)*

*View of Swift fuselage assembly line*





## TEMCO

(Continued from Page 3)

now mechanics and leadmen. In turn, they selected the cream of the old North American working force and then added them to the all-star team as fast as production could be expanded.

TEMCO's first order was for production of components and parts for Fairchild's C-82 Packet, the AAF's newest transport which North American had been manufacturing on a sub-contract. When Fairchild's Personal Planes Division found itself crowded out of the Hagerstown plant with no room for production of its 4-place commercial F-24, TEMCO was awarded an order for 200 of the planes with a possibility of increasing the order to 300. Using Fairchild's pre-war jigs and fixtures which were shipped from Maryland to TEMCO's plant, the firm completed its first F-24 in March and is currently delivering them at the rate of one per day.

### 1,500 Globe Swifts Ordered

Then TEMCO landed its first large contract for commercial airplanes—Globe Aircraft Corporation, of Fort Worth ordered 1,500 all-metal, two-place, 125-hp. Swifts and placed with TEMCO its Fort Worth factory's total requirements for subassemblies and parts.

In addition, TEMCO has been doing a large business of converting surplus military aircraft, chiefly transports. Revamped, the same assembly line which launched thousands of fighters and trainers has converted over thirty large cargo planes, including four-engine C-54's, from military to commercial transports in recent months. Smaller planes are also being converted by TEMCO, including twin-engine AT-11 Beechcrafts and even AT-6 trainers, the latter having been manufactured originally in the same plant.

TEMCO's chief business is airplanes, but its engi-

neers have plans for several products not related to aviation. First of these is a unique coin-operated pop-corn machine—TEMCO simplified a customer's design and won a \$960,000 contract for 14,000 of them, to be manufactured at the rate of 2,000 monthly. Other mass production items such as mail boxes, Venetian blind clips, all-metal window sashes, etc., are also in production. The partnership, which has now been converted into a corporation, realizes its conversion problems won't be over until it settles down to stable peacetime manufacturing on a competitive basis. "For this we are ready," comments McCulloch, who at 42 has twenty-three years of aviation engineering and manufacturing behind him.

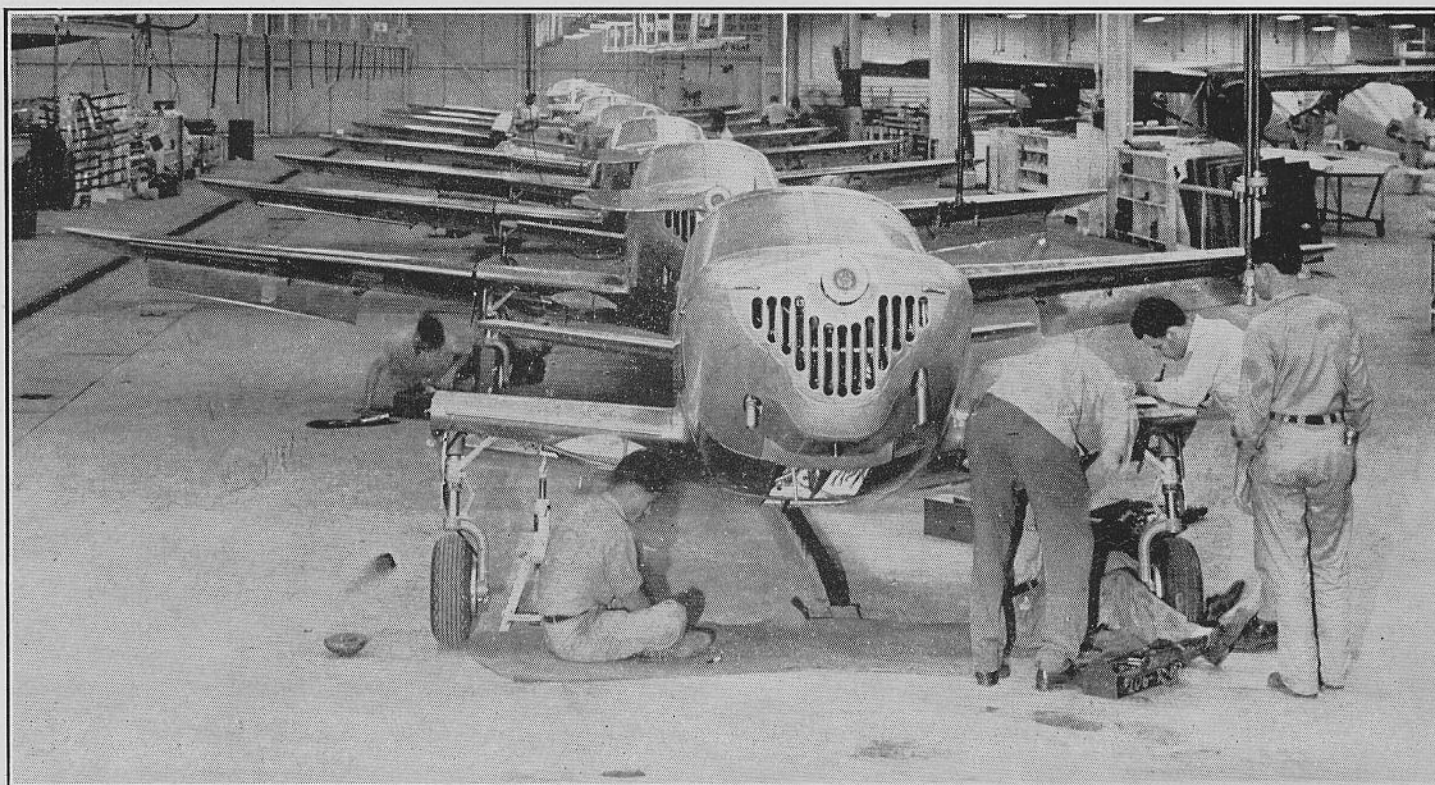
## TEMCO, One of the Largest Industries In the Southwest

Texas Engineering and Manufacturing Company comprises a huge staff of skilled specialists, seasoned in precision work during war-time, and is now one of the largest manufacturing organizations in Southwestern United States.

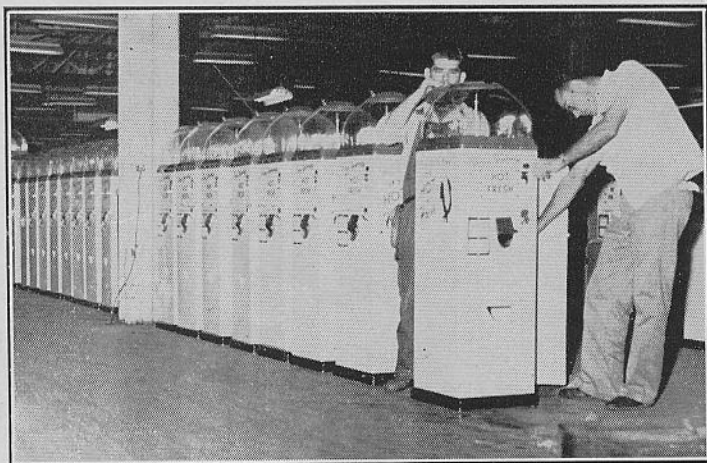
We have available:

- One million square feet of floor space
- Complete manufacturing setup
- Yoder Rolls
- 300-ton Minster Presses
- 3,000-ton Hydro press
- Erco & Sheridan Stretching Machines
- Aircraft Manufacturing
- Aircraft Conversion: C-54, C-47, AT-11, AT-7
- Aircraft Maintenance and Overhaul
- Integral Tank Sealing Facilities
- Sheet Metal Work of All Kinds
- Vending Machine Manufacturing.

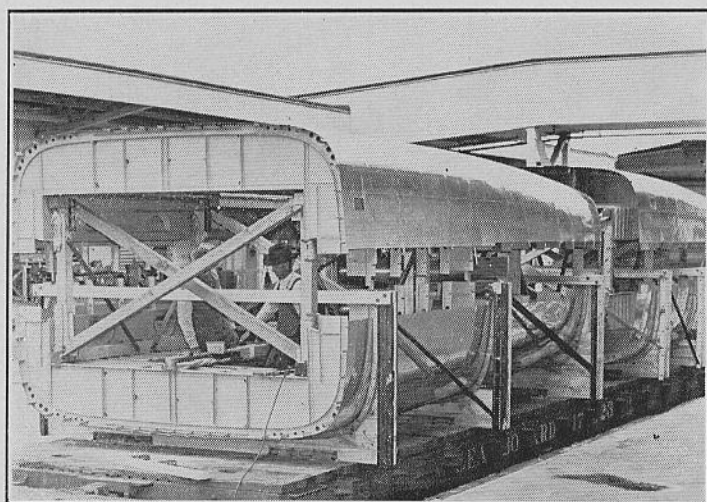
Swift airplane final assembly line at TEMCO







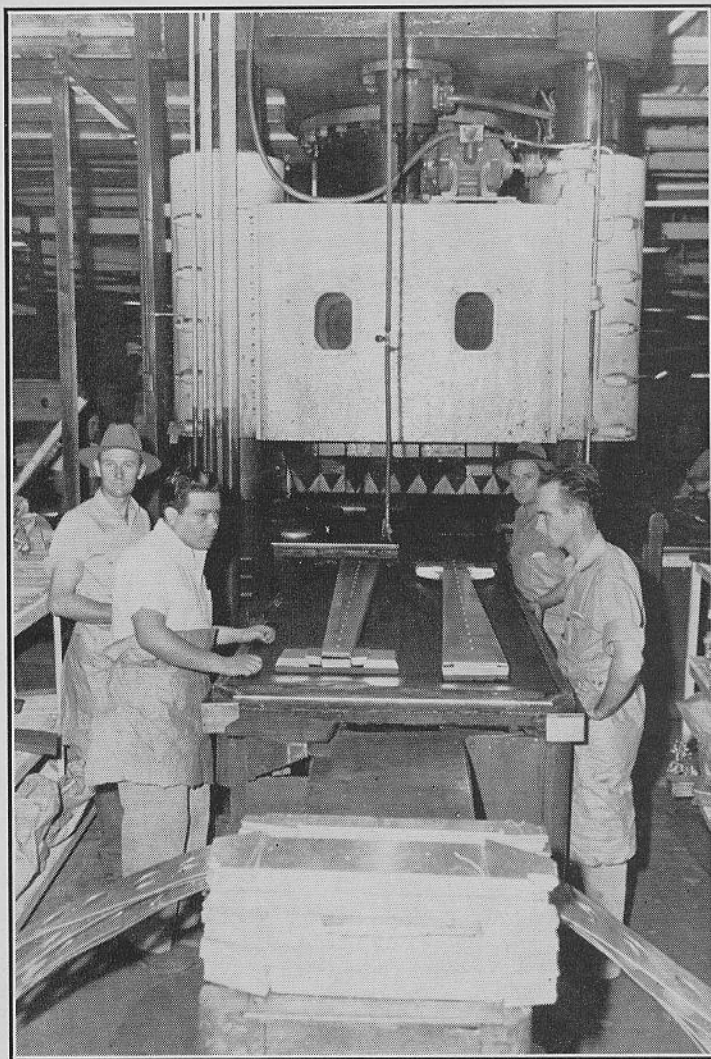
*Endless line of popcorn machines*



*C-82 bottom panels ready for shipment to Hagerstown, Maryland*



*Venetian blind clips by the thousands*



*Massive three thousand ton Hydro press in action*



*Two competent registered nurses to handle first-aid cases*

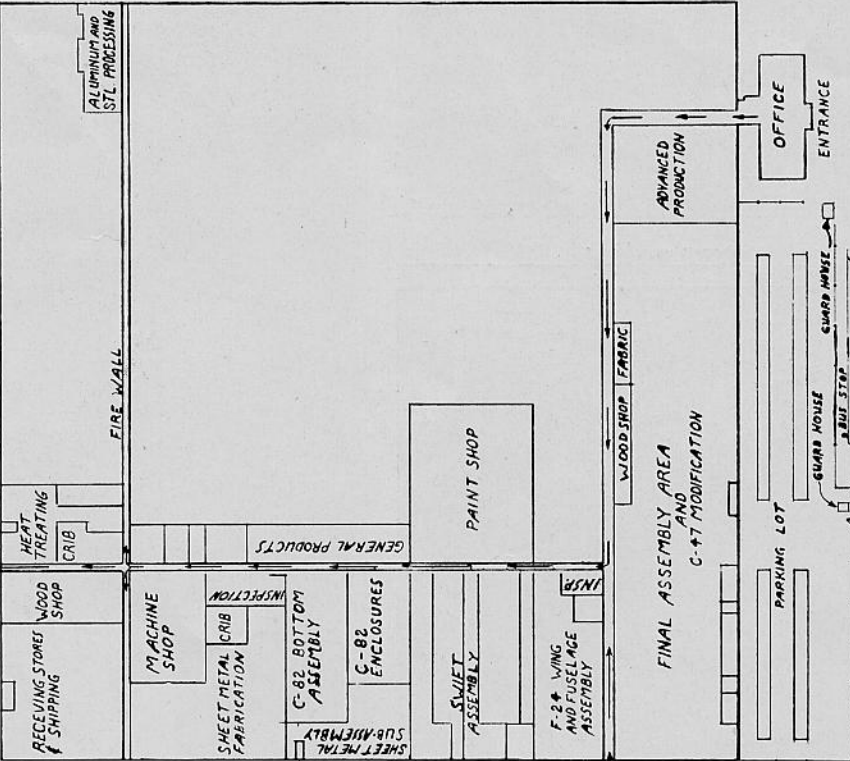
POWER HOUSE

MAINTENANCE DEPT.

WELDING DEPT.  
TOOLING DEPT.  
FOUNDRY

FIRE WALL

ALUMINUM AND  
STL PROCESSING



\* FIRST AID

DROP HATCH

BEECHCRAFT CHECK  
MODIFICATION HANGAR  
PAINT SHOP F-24



C-54  
MODIFICATION  
HANGAR

FLIGHT RAMP

JEFFERSON AVE.  
DALLAS

TEMCO PLOT PLAN  
SCALE - 1" = 100'