

Service Appeals Loyalty Decision

Official Challenges
Authority of Board

WASHINGTON — (AP) — John S. Service, ousted State Department official, appealed to the Loyalty Review Board Friday to set aside its finding that there was "reasonable doubt" of his loyalty.

He challenged the authority of the board to make the ruling and asked for full reconsideration of his case "as an act of simple justice."

Service filed the appeal through attorneys a day after Loyalty board Chairman Hiram Bingham protested the State Department's release of the board report that led to the firing of Service.

Bingham told Secretary of State Acheson in a letter the release violated President Truman's order for secrecy on reports dealing with the loyalty of government workers.

The board's decision on Service reversed a State Department loyalty board which had cleared him.

Service attacked the ruling on that point, contending the board's authority is limited to the review of cases of employees who have been recommended for dismissal by departmental boards.

Aircraft Engine Plant Forced To Cut Production Schedule

By CHARLES CORDRY
United Press Aviation Reporter
EAST HARTFORD, Conn.—(AP)—Three times since the rearmament drive started one of the world's chief aircraft engine manufacturers has been forced to cut back production schedules.

Executives of the Pratt & Whitney aircraft division of United Aircraft Corp. place the bulk of the blame on the government's delay in helping to expand machine tool output and in fixing reliable priorities for materials.

Expansion Slowed
The effects of any slowing of Pratt & Whitney's rate of expansion are far-reaching. Piston and jet engines produced here power air force and navy fighters, B-36 bombers, Navy attack and anti-submarine planes, long-range transports of the strategic air command and turbine-propeller transports now under development.

General Manager William P. Gwinn says the company is a year behind. It will reach maximum capacity in mid-1953 instead of 1952. Gwinn says the company originally furnished the government an expansion plan based on World War II experience and the assumption of prompt federal aid on machine tools and materials.

Machine tools — both existing types and wholly new ones needed for advanced jets — have been the worst problem, according to Gwinn who at 44 has 24 years of experi-

ence in aircraft engine production. For example, it took 15 weeks before the Korean War to obtain a 54-inch vertical turret lathe, a vital tool in machine jet engine parts. Today deliveries are promised in just under three years.

The damage was done, Pratt & Whitney men say, when the government failed to tackle the machine tool problem until a year after the Korean war started. Up to now, at least, everybody has competed on even terms for scarce machine tools. Around the Pratt & Whitney plant a priority is called a "hunting license" and little more.

Rigid Inspection
Materials, which must be of the finest and subjected to rigid inspection, are a mounting problem here. Gwinn cites these facts: Alloy steel bar could be had within 75 days of ordering in June, 1950. The time now is 240 days. The respective figures for aluminum forgings are 90 and 300; for heat-treated steel, 90 and 270.

The Aluminum Co. of America strike hit Pratt & Whitney hard. While ample precision aluminum forgings now are in hand, the plant was forced to a 2½-day week during the strike and delivery of the 3500-horsepower engines used in B-36 Superbombers and other planes suffered.

Gwinn stays out of the controversy about guns and butter other than to blame government "inde-

cision" about a ratio between the two for many of the aircraft engine industry's problems and shifting schedules.

Obsolete production methods have been an additional impediment in the expansion program, as Pratt & Whitney frankly concedes. The production rates demanded by the Air Force and Navy have required new tooling methods for jet engines. Tools must be flexible to handle the great variety of sizes and shapes in such engines and to be geared to rapid advances in jet designs.

An aircraft engine, especially a jet, is a different breed from the automotive engine. To avoid damage to finely finished parts, each is individually boxed until ready for assembly. A variation of more than 1/1000 of an inch from specification is intolerable for parts like the housing for a compressor in a jet.

6 Operations Used
This housing is finished in six operations requiring 10½ hours in a turret lathe. You even have to be a weather prophet, explains Robert Goin of East Hartford, a lathe operator, because the weather has an effect on the expansion of a part being finished.

Farther along the line, Mrs. Helen Kopp, Colchester, Conn., stitchwelds combustion chamber liners—just under five an hour.

"There may be a faster way of doing this, but we haven't found it," a factory guide explains.

RUSSELL'S . . . Headquarters For

Blum's
of San Francisco



Candy Blossom

This demure miss is a real doll. She conceals bunches of Blum's little, pure flavored lollipops, snugly safeguarded by a zipper in her skirt. A double gift for a girl—candy and a very pretty dolly.

4⁵⁰



Holiday House

A world renowned artist's fantastic impression of Old San Francisco adorns this huge gift. The delicious contents include Blum's Finest Chocolates and hand fashioned confection gems from the popular Adventure assortment. Almost 2½ pounds.

6²⁵



The Spirit of Christmas

A big, big gift for that very special family—Blum's Finest Chocolates—Almondettes, delicious Real Flavor Bumps—Blum's Vintage Fruit Cake—each package lavishly gift trimmed—a real Christmas surprise box.

12⁷⁵



Fashionette

For a modern sophisticated miss of tender years. Bright red mock suede, dainty bamboo basket bottom—full of Blum's Wrapped Chews . . . and a "mad money" holder on the chain.

3⁷⁵



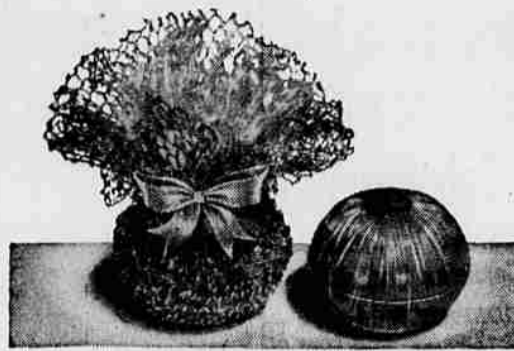
Blum's Duo and Blum's Foursome

Duo . . . two half pound boxes of Blum's—Almondettes and Assorted Lumps and Bumps . . . concealed within an attractive Christmas designed cover—another gift under the Christmas Tree. Foursome . . . just twice the size, looks as if it contains all the candies St. Nick could produce.

THE DUO 1⁷⁵

THE FOURSOME 3⁵⁰

Soap Baubles



One generous cake of Blue Grass Bath Soap, wrapped in glitter mesh,

\$1⁵⁰

Blue Grass Surprise



Memorable fragrance of Blue Grass — Dusting Powder and Flower Mist, packed with glitter and glamour for giving.

\$3⁹⁵

Overnight Case



\$22⁵⁰

Trim—stitched overnight case, perfectly appointed for round trip to loveliness. Holds Hand Lotion, Skin Lotion, Orange Skin Cream, Cleansing Cream, Featherlight Foundation, Powder, Lipstick, Rouge, Eye Shado, Mascara and Tissues. Black, brown, red or navy in calf finished simulated leather.

Precious Perfumairs



Can't-spill, can't-leak perfume carriers in their own jeweler's case hold the famous fragrances: Blue Grass, On Dit, My Love, White Orchid, Night and Day.

\$2⁵⁰

Snow Baby



She'll bless you long after the snow men have melted for this gift of Blue Grass Solid Cologne . . . so easy to carry . . . so lovely to use.

\$1⁸⁵

PRICES PLUS TAX

Russell's
"EUGENE'S OWN STORE"

Russell's . . . Open Tonight and Saturday Until 9 p.m.