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Knabenshue Collection - Correspondence, 1941-08 - 1941-12

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[[Newspaper format. Column one.]]

Fishing Party Lands 33 Tuna In South Jersey

Fishing season is over—but the scales, tales and wails linger on. In fact, S. P. Lyon, O. S. Reasor and Jimmy Robertson are in danger of talking about the last trip to Brielle, N. J., until Christmas unless someone gets them interested in another sport like bowling or checkers or even a certain game of chance that's known as poker. Maybe they really have something about which to brag. As fishermen, we mean. For Lyon and Reasor each caught six tuna and Robertson landed only one less. That's fishing in any man's league. The three were members of a fishing party arranged by the Bodine Tool and Machinery Company. They left the Brielle dock in Captain Hessler's good boat Magdalena about eight A.M. and were back shortly after the noon hour with a catch of 33 tuna. Captain Hessler and his mate, Sam, told Reasor this was the best catch of the season. This assertedly is in line with Captain Hessler's reputation of being a genial host as well as a splendid fisherman. The individual tuna ran from 50 to 65 pounds. Because the weight of the larger catches varied only a few ounces no prizes were awarded. Others on the enjoyable party were Willie Lauth, John Reichert, and Otto Goltz, all of the Bodine Tool and Machine Company.

[[box]]
Compliments of
Scholtz
Lumber Co.
[[\box]]

[[Across the top of columns two, three, and four.]]

They Really Caught These Tuna

[[Black and white photograph of a group of men holding fish, with more fish stacked in a pile in front of them.]]

Members of the fishing party, conducted by the Bodine Tool and Machine Company, who caught 33 tuna are shown above. From left to right, Willie Lauth, Mate Joe, O. S. Reasor, S. P. Lyon, John Reichert, Jimmy Robertson, Otto Goltz, Captain Hessler and Mate Sam.

[[Column two]]

Bourne Manager of Production

Joseph Bourne, a Philadelphian who began his career in the aircraft industry in California, has been named production manager. Bourne, according to the announcement by S. P. Lyon, general manager, will be in charge of and responsible for production planning, tool department, tool inspection, processing, estimating, plant layout and maintenance. At the same time, it was announced that H. D. Guy had been made

Page Four THE KELLETT NEWS

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One of First Giro Fliers Joins Plant

A flyer of one of the first biplanes and a pioneer in the aviation industry, Eddie B. Guy, has joined the staff of the Kellett Aircraft Company. Mr. Guy, a member of the first class at Princeton, had his first solo flight with aviation during the World War. He was a member of the U.S. Army, and later, after leaving the service, he joined the Kellett Aircraft Company. He has been named as the first flyer to join the plant.

Kellett Speaks

WILLIE LAUTH: I have this chance to have my own office in order to meet customers in the country. I have been here for a long time and I have been very successful. I have been very successful in my business and I have been very successful in my business. I have been very successful in my business and I have been very successful in my business.

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general superintendent in charge of all production manufacturing. Guy had been factory superintendent. Bourne was graduated from West Philadelphia High School and Penn State. He took his master's degree at California Tech. While in high school, Bourne was a member of the varsity eight. He played football and also wrestled at Penn State. After leaving California Tech, Bourne went to work with Stone and Webster. He turned to aviation in 1933, accepting a position with Douglas. In 1936, he joined

[[Column three]]

One of First Giro Fliers Joins Plant

A buyer of one of the first Kellett Autogiros and a pioneer in sky banner advertising, Leslie B. Cooper, has joined the sales department of the corporation in connection with autogiro sales. Mr. Cooper, a member of the 1915 class at Princeton, had his first contact with aviation during the World War. He was a member of the 27th Aero Squadron, First Pursuit Group. He has been associated with the aviation industry continuously since. During the 20's, he served as sales manager of Fairchild Engine Corporation and later as general sales manager of the Curtiss-Wright Flying Service. In the early 30's, he purchased one of the first Kellett autogiros and, as president of the Giro Sales and Service Company, acted as Kellett distributor in New York. He successfully developed crop dusting by means of autogiros and later entered the Department of Agriculture where he was in charge of their giro dusting for some years. More recently, he has been associated with Pitcairn Autogiro Corporation and its successor, Pitcairn-Larson Autogiro Corporation.

[[Column four]]

[[box]]

Leslie B. Cooper does more than sell and fly autogiros. He even writes verse about them. Here is his latest, written especially for the Kellett News:

Pilot's (Giro) Lament
I'm going to a better land
Where giros do their stuff
Where clutches give you rotor revs
And rotor blades ain't rough!

I'm going to a better land
Where giros still land slow
But once you jump into the air
Good God! how fast you go!
I'll pass the speedy transport planes
And wave as I go by
No longer shall the slow freight trains
Crawl past me when I fly
—Leslie B. Cooper.

P.S.—
Now having written this, I think
[[\box]]

[[Column five]]

[[box]]
Kellett Speaks
through
[[\box]]

HAIG KURKJIAN
(Our Inquiring Reporter)

Today's question: Do you think our policy of aid to Russia should be continued, increased or discontinued due to recent issues of religious rights in Russia?

WALT TRELEASE—I think this change in their religious set-up in order to meet criticisms in this country against lending them aid is probably a temporary one and on that we should help them out of this only temporarily as we have found from past experience that they are not consistently true on their promises and under no circumstances give them all out aid such as is extended to Britain.

C. JESSUP—I do not see where the religious issue enters into the situation at all. With our course apparently directed towards the same objective with England let's keep on that subject. Social and religious problems come afterwards. With victory for the allies, the combined weight of the United States and England, along with other supporting countries, I believe will swing Russia into line on the religious issue. A dictator nation fighting for its life will make promises now—which may be meaningless later.

D. WHITEY—I think Russia should be given material aid only to the extent that they pay for it. This aid that we give them they should come after it so that we could keep our ships on the side of the Atlantic.

GEORGE WIREN—I think our aid to Russia should be continued for the time being until Hitler is defeated, after which our aid will not be needed. Being our aim to defeat Hitler we should think of that first, then our future relationship with Russia and their actions are not our concern.

FRED HENRY—Religious or social issues mean nothing at the present time. We have aligned ourselves with England and Russia to help them defeat and to protect our-

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