



MICHIGAN WOODWORKER

michiganwoodworkersguild.com



Michigan Woodworkers' Guild (est. 1981) August 2019 Vol. 40 No. 7

SUNDAY, AUGUST 11

(At the VFW Park in Royal Oak at Noon)

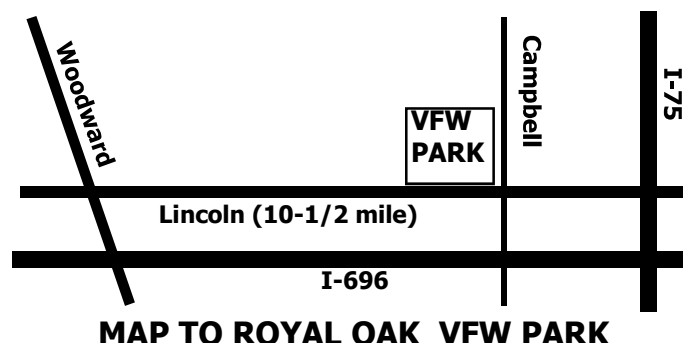
ANNUAL PICNIC (RAIN OR SHINE)

(See "Wood Chips" on back for details)

SWAP MEET STARTS AT NOON

FOOD AT 1:00 -- DRAWINGS AT 2:00

The Guild luncheon will be at the Senate Coney Island on the 22nd at 1:16 pm (see map on page 6).



ROSIE THE RIVETER AT THE YANKEE AIR MUSEUM

CALENDAR OF EVENTS

The **September 8** meeting will be at the **Royal Oak Senior Center** and will feature **Lee Calkins** demonstrating **Making Electric Guitars**.

The **September** luncheon will be at Georges Cony Island on the **26th** at 1:16 pm

The **October 13** meeting will be at the **Royal Oak Senior Center**. This is our annual **"Jigs and Fixtures"** program.

The **October** luncheon will be at Georges Cony Island on the **24th** at 1:16 pm

The **Saturday November 9** **ALLDAYWORKSHOP** will be at the **Livonia Senior Center** and features **Tim Puro's** presentation on **FINISHING AND REFINISHING**.

The **November** luncheon will be at Georges Cony Island on the **21st** at 1:16 pm

NO MEETING OR LUNCHEON IS SCHEDULED FOR DECEMBER

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President's Corner

By Pete Goddard



It's moving toward the end of Summer. July, Michigan's most prominent vacation month, draws to a close and youngsters begin to look forward with anticipation (perhaps dread) to the start of school, only a few weeks away. The Guild, however, looks forward to the annual picnic on August 11.


As in previous years, the picnic will be held at the VFW park in Royal Oak. The starting time for the picnic itself is 1 PM. Prior to that, an informal swap meet will occur, with members offering orphaned tools and excess wood at attractive discounts. I hope to see everyone there. Just remember to bring a dish to pass. Also don't forget to bring your picnic postcard that Bill Gayde sent. It is your entry into the raffle drawing.

An executive board meeting was held on July 20th at the Livonia Senior Center. A preliminary slate of Guild officer candidates was developed. These will be presented to attendees at the September meeting. Nominations from the floor will be taken at that time. Elections will be held early this year due to a previous board decision to eliminate the December meeting. That decision was based on past attendance and the work required for the meeting. In addition, the board firmed up several speaking commitments for the 2020 year. Overall, it was a very productive board meeting.

The September meeting for the Guild will be held on


September 8th, and will feature Lee Calkins on making electric guitars. The meeting date is early in September as the first Sunday is the first of the month. I am really looking forward to this meeting as I know very little about making electric guitars.

Members may want to mark September 6th and 7th on their calendars. The annual Woodworking Expo at Johnson's Lumber in Charlotte occurs on that Friday and Saturday. The Expo is generally interesting and not too far, distance wise.



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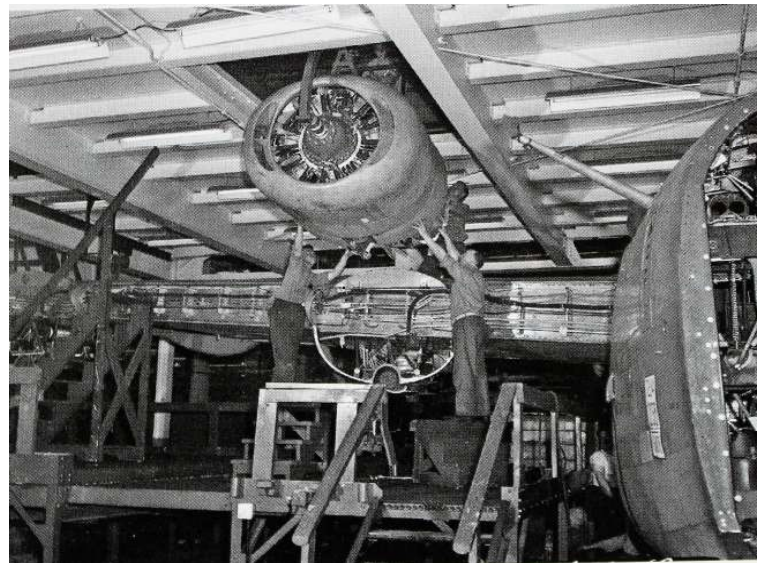
THE WILLOW RUN B-24 STORY

On October 15, 1940, Knudsen went to the Auto Show in New York City at Madison Square Garden. At dinner he meets with the leaders of the auto industry. As the dinner ended, he stood up and asked the attendees to bear with him, as he had a request to make. He said, "We must build big bombers. We need more bombers than we can hope to get." He added "We need them sooner than we dare to get them. You have got to help. I want to meet with you soon in Detroit". Detroit is about to be turned loose to build bombers. The auto men gathered again in Detroit on October 25, 1940 at the New Center Building. Everyone who was anyone in the auto industry was there. Besides Ford Motor Company, there was GM, Briggs Manufacturing, Fisher Body, Budd Corp, Nash, Studebaker to name a few. It was cross section of Detroit's mass production base, the auto companies, and the industry suppliers. Once inside the building they



meet a panel Knudsen had assembled composed of Air Corps Officers and aviation executives. In January of 1941, Dr. George J. Mead and Charles Sorensen along with Edsel Ford would visit Consolidated's San Diego plant to determine the feasibility of producing parts for B-24 Bombers. While in San Diego, Sorensen observed the major aspects of Consolidated's production with disdain. It was obvious to everyone, except the Consolidated people,

that Ford parts would never fit with Consolidated parts. Charles Sorensen told George Mead and Rubin Fleet, the head of Consolidated Aircraft, he neither liked what he saw or what he heard and said, "All this is pretty discouraging." Fleet and his engineers looked at Sorensen and said, "So how would you do it?" Sorensen loved a challenge and answered, "I don't know but I'll have an answer for you in the morning". The nation was about to be shocked by Mr. Sorensen's proposal. Sorensen was staying at the Coronado Hotel on the Beach in San Diego. After dinner he went back to his room. He took his notes from the day and his 35 years of manufacturing experience and he broke the B-24 Bomber down into subassemblies.



He figured out average job performance, time flow and overhead costs. There were stacks of paper all around his hotel room representing where each subassembly fit into the assembly sequence. By 4 AM, he had the proper sequence down, production time allotted, then he sketched out the floor plan of a factory that would produce a B-24 bomber an hour. floor plan would become a bomber plant built by a sleepy little creek west of Detroit, near Ypsilanti, MI. This creek was known as the Willow Run. At breakfast he showed Edsel Ford the sketches. Edsel was dazzled by the concept of a bomber an hour and urged him to go see the Consolidated people at once. Sorensen went to Fleet's office with his papers



under his arm. He told him that Ford could build a B-24 bomber an hour on an automotive style assembly line. Rubin Fleet was somewhat dazed by the scale of Sorensen's proposition. Fleet said, "You are crazy, no one can do that" "It can't be done" was a phrase that didn't exist in Sorensen's vocabulary. This was a challenge from Fleet that Sorensen could not let stand. Fleet then suggested that maybe Ford would make the parts. Sorensen's face became set and he said, "We are not interested in subassemblies; we'll make a complete airplane or nothing". Sorensen has just taken on the biggest project of his life when he committed Ford Motor Company to build a four engine B-24 Bomber an hour at factory that would be named the Willow Run Bomber Plant.



With approval from the Army, Charles Sorensen showed Henry Ford his Bomber Plant plans from San Diego. Mr. Ford repeated Sorensen's proposition, "Make the complete airplane or nothing". This was Sorensen's authorization to proceed with building the world's largest manufacturing plant. Sorensen had two things he had to do to start the project. He needed three to four square miles of sparsely populated land for a factory and an airfield. He found this in Western Wayne County near Ypsilanti. To design this parts and sub-assembly plant, Sorensen contacted Kahn Associates, the architectural firm he had dealt with since 1910. This plant would have a mile-

long assembly line that was a quarter mile wide. In a record time, Sorensen's sketches on hotel place-mats had become the largest single contract ever awarded by the U. S. government. In October '41, the Army elected to have more operations completed in the bomber plant. To increase the plant size, Harry Hanson, Ford construction manager, elected to have the assembly line make a 90-degree turn inside the existing plant and extend to the south. This would keep the entire factory inside Washtenaw County to avoid any tax confusion with Wayne County should Ford elect to purchase the plant after the war. By the spring of 1944, Willow Run had overcome its many obstacles and reached Sorensen's "Bomber an Hour" goal. In 1944 Willow Run would produce 92,568,000 pounds of airframe. When the Army heard that Sorensen said he could build a bomber an hour, the Army said he had pulled this number out of his hat. They had ignored Ford's manufacturing background, the resources available at Ford Motor Company and the ability of the Detroit auto maker's tool and die industry to do the impossible. Willow Run was the manifestation of the miracle of the Detroit's manufacturing mastery.

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*In memory of long time member John Bartz.
John had been a member of the Guild since 1994.
He was an accomplished turner and woodworker
and he never missed having a presentation at the
annual Showcase of Skills until just recently.
Rest in Peace John. We will miss you.*



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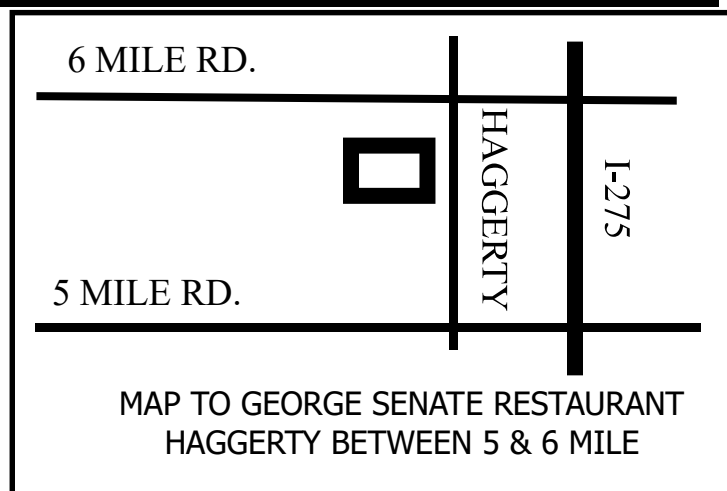
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For membership information contact Ed

Thomas at: edwardthomas554@comcast.net.

For name tags, sign up with Ed Stuckey at a regular meeting.

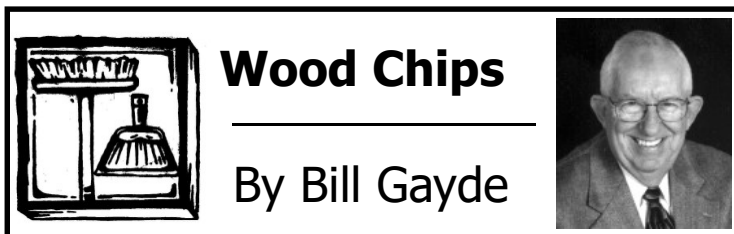


Executive Board Members

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Tom Rowley	Vice-President	248-895-1597
Ed Stuckey.....	Treasurer.....	313-345-3671
John Dolinsky.....	Secretary.....	734-945-6461
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Pete Goddard.....	Web Site(acting).....	248-828-3038
Fred Ball.....	Web Site Calendar.....	248-681-3108



Michigan Woodworkers' Guild
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For those of you who have not attended the annual picnic in the past, here are some of the details: The Guild provides the chicken , drinks, paper products, plastic ware, and condiments. Members should bring something to pass (salads, deserts, fruit, etc.). **If you have some folding tables and/or chairs bring them along.**

In addition, this is our annual **SWAPMEET**. Bring anything you want to sell, trade, or give away. This is good time to clean out your shop and get rid of those things you haven't used for years. Someone else will find a use for it. This can be tools, machines, wood, supplies, accessories or whatever.