

QwikConnect

GLENDALE AIR • OCTOBER 2021 • VOLUME 25 • NUMBER 4



1997—Brigadier General Chuck Yeager and his F-15 Eagle on the 50th anniversary of his historic Mach 1.05 flight (U.S. Air Force photo)

That Was Then,
This Is Now
**At Home on
Air Way**
Since 1956



29





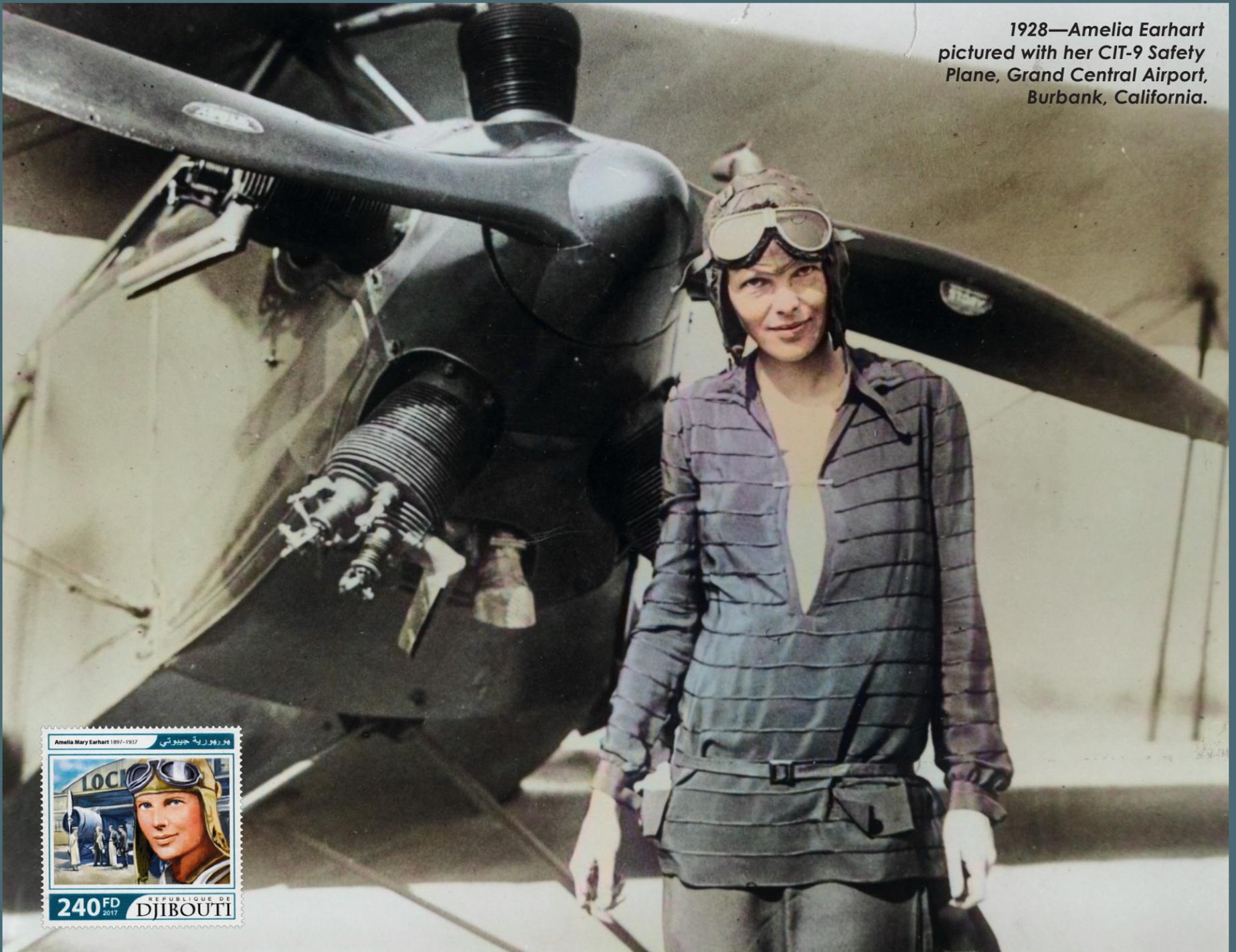
1942—Technician inspecting wire assembly, Vega Aircraft Corporation, Burbank, California.



JANUARY 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 New Year's Day
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

1928—Amelia Earhart
 pictured with her CIT-9 Safety
 Plane, Grand Central Airport,
 Burbank, California.



FEBRUARY 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
	Valentine's Day					
20	21	22	23	24	25	26
27	28					
						

1967—NASA research pilot Bill Dana and the X-15 #3 rocket-powered aircraft after a flight, Dryden Flight Research Center, Edwards, California.



MARCH 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
		Mardi Gras				
6	7	8	9	10	11	12
13	14	15	16	17	18	19
				St. Patrick's Day		
20	21	22	23	24	25	26
First Day of Spring						
27	28	29	30	31		

1946—Fuselage of the Hughes H-4 Hercules, commonly known as the “Spruce Goose,” being transported from the Hughes Aircraft facility in Culver City to an assembly and test site in Long Beach, CA.



APRIL 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
					April Fool's Day	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



1942—Worker putting finishing touches on the bombardier nose section of a B-17F bomber at the Douglas Aircraft Company, Long Beach, California.



MAY 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
Mother's Day						
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
	Memorial Day					



1930—A Western Air Express
Fokker F-32 airliner in front of
the Grand Central Air Terminal,
Glendale, California.



JUNE 2022						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
Father's Day		First Day of Summer				
26	27	28	29	30		

Greetings from the Grand Central Air Terminal

HISTORIC HOME OF GLENAIR
• SINCE 1956 •



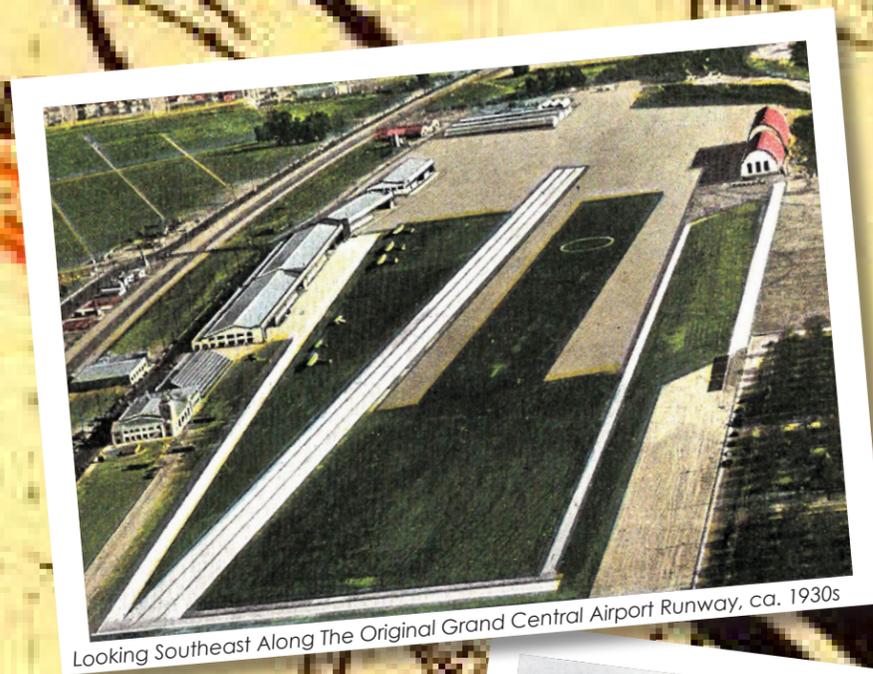
1937 Air Way Marquee, Grand Central Air Terminal



Grand Central Air Terminal, Glendale, CA



1932 Aerial View, Grand Central Air Terminal



Looking Southeast Along The Original Grand Central Airport Runway, ca. 1930s



A gathering at the Terminal, camouflaged during World War II, 1942



Western Air Express Fokker F-10 at Grand Central Air Terminal, 1931



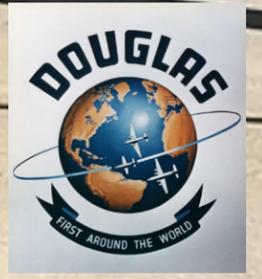
Moseley's Aircraft Overhaul & Repair Station Hangars, 1949



Final approach, Ryan Monoplane, Grand Central Air Terminal, 1930



Glendale Hangars Maintenance and Repair Operation, 1953



1956—Test Pilot Arthur “Kit” Murray, sporting a Clark Partial Pressure Suit, posing with the experimental Douglas X-3 Stiletto manufactured by Douglas at their Long Beach, California factory.

JULY 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 Independence Day	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



1942—In-process inspection of C-47 transport plane center wing sections, Douglas Aircraft Company, Long Beach, California.

AUGUST 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

1942—Prepping a B-25 Mitchell bomber for painting, North American Aviation plant, Inglewood, California.



SEPTEMBER 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
	4	5	6	7	8	9
	Labor Day					10
11	12	13	14	15	16	17
Patriot Day						
18	19	20	21	22	23	24
				First Day of Autumn		
25	26	27	28	29	30	



1942—An experimental scale model of the B-25 Mitchell Bomber is prepared for wind tunnel testing, North American Aviation, Inglewood, California.

OCTOBER 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
	Halloween					





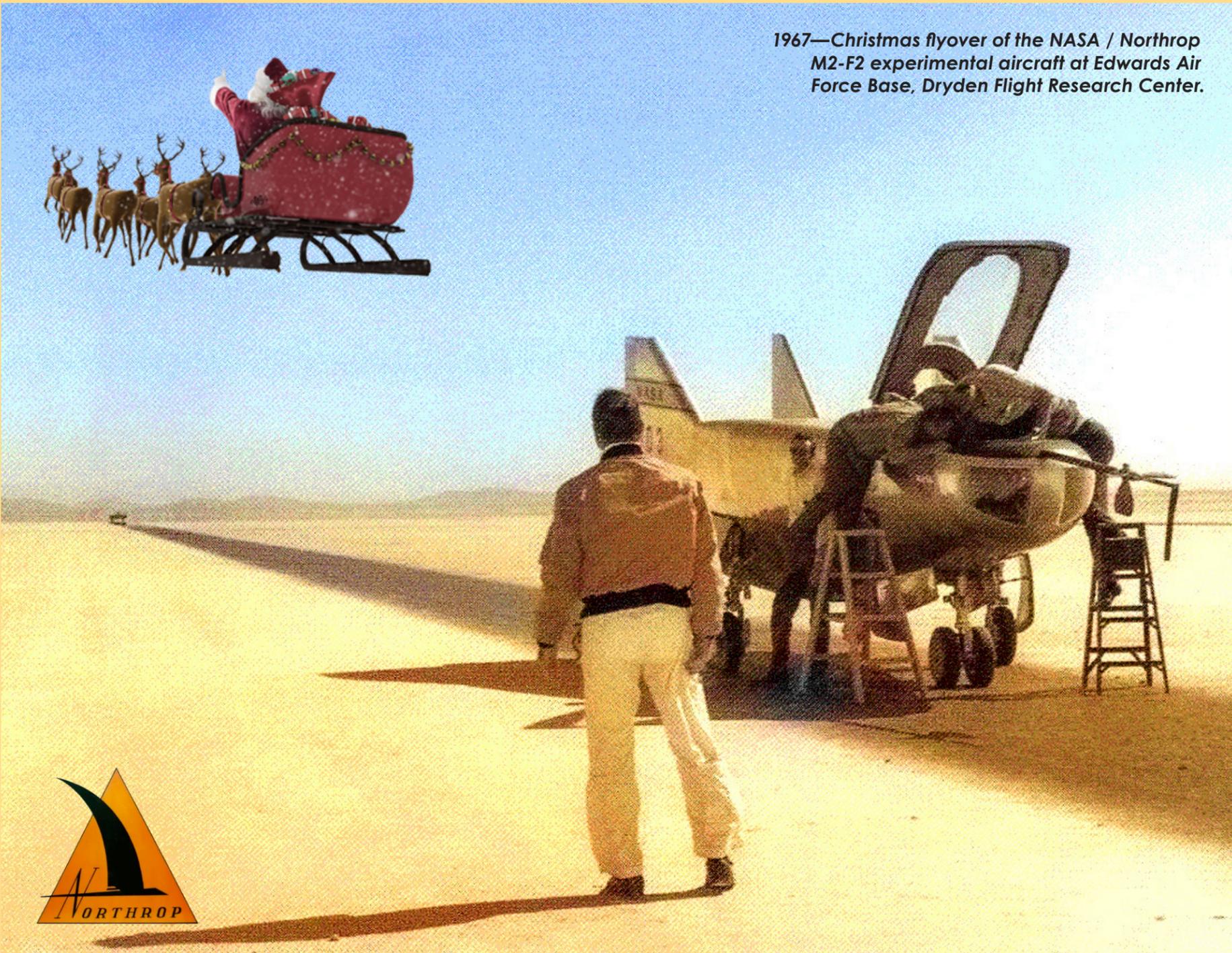
1942—Aircraft assembly technician at North American Aviation's plant in Southern California.



NOVEMBER 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
					Veteran's Day	
13	14	15	16	17	18	19
20	21	22	23	24	25	26
				Thanksgiving Day		
27	28	29	30			

1967—Christmas flyover of the NASA / Northrop M2-F2 experimental aircraft at Edwards Air Force Base, Dryden Flight Research Center.



DECEMBER 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
Christmas			First Day of Winter			Christmas Eve
						New Year's Eve

Outlook

The more things change, the more they stay the same

Many of you know that the study of history is one of my passions. So, this year's calendar issue of *QwikConnect*, with its many fabulous pictures from the heyday of Southern California aerospace, is particularly enjoyable for me. And speaking of history, I would be remiss to not offer up a four-fingered salute to our cover model Chuck Yeager for his many contributions to our nation and industry during his momentous life as a United States Air Force officer, flying ace, and record-setting test pilot. General Yeager, who passed just this last year, served in WWII, Korea, and Vietnam, but of course is best known as the first aviator to travel up to and beyond the speed of sound.

Paging through the issue, I can't help but feel gobsmacked that so many of today's giants of aerospace were born right here in our Southern California backyard. Douglas Aircraft, Lockheed Vega, Northrop, Hughes, North American—they all got their start right here. And I would be willing to bet that the same core business principles that drove these original giants of aviation are driving their many successors here in the southland. What do I mean by that?

Only that the more things change, the more they stay the same. Especially when it comes to the aerospace industry's expectations for quality, responsiveness, product performance, and availability from its key partners and suppliers.

One of the things we pay unfailing attention to at Glenair is managing our customer service deliverables in accordance with the customer's own expectations and convenience. For example, we have made it a practice to never require dollar or quantity minimums for any product we sell. Why do we do that? No one could ever argue that selling single piece parts is convenient or efficient for Glenair. In fact, we would rather (like everyone else) sell handy quantities of bagged and tagged components—say 50 or 500 pieces at a time—than hassle with single piece orders. The reason we don't do that, plain and simple, is that it is inconvenient and expensive for our customers.

No organization building such complex equipment as airplanes can succeed by accepting poor-performing technologies, late orders, unresponsiveness, or any other such failings in customer service. Our product mix, as well as our people and production facilities, have undergone massive change over the past 65 years. We got our small start in one of the old Grand Central Terminal hangers right here on Air Way. Today we manufacture and assemble our interconnect solutions in over 2 million square feet of factory space and employ thousands of So-Cal residents. Despite all this change, we have never wavered from our commitment to "bow to the customer's convenience" in all our business practices. Like I said, the more things change, the more they stay the same. Especially here at Glenair.

Chris Toomey

QwikConnect

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