

# THE BIG JOB

## BASIC MAGNESIUM NEWS LETTER

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### THE AIR CORPS WRITES TO YOU

The eyes of the Army Air Corps--from Iceland to Australia, in Europe, and in Africa are upon BMI. The Big Job asked Air Corps Headquarters in Washington to tell you why. We explained that workers here know about the need for magnesium for fire bombs and tracer bullets. We asked for an article on the need for magnesium in the production of war planes. The Air Corps responded with an interesting article, written especially for The Big Job--and you. We know that it will add meaning to your work and mine--so we're going to publish the article in installments. Here is the first chapter:

#### MAGNESIUM, THE MIRACLE METAL

By JOHN R. GILLINGHAM

First Lieutenant, Air Corps  
Information and Educational Division  
Headquarters Army Air Forces  
WAR DEPARTMENT, Washington

(Special to the Big Job)

Magnesium is fast proving itself to be one of the most versatile metals of the present day aviation industry. Where only a few years ago, magnesium was a comparatively new and untried metal, difficult to make in quantity, and regarded as extremely "tricky" to use, it now is being employed extensively throughout combat aircraft, and hundreds of millions of pounds of this metal will be rolling out of plants all over America. A generation ago, magnesium was something which was used chiefly for flashlight powder. As recently as 1938, only 6,400,000 pounds were produced, and even this small quantity was regarded as excessive.

#### IT'S DIFFERENT NOW

But all that was before America entered the greatest aircraft building program ever attempted. We are building up the greatest air force that has ever darkened the skies. But quantity alone will not be enough.

Quality of those aircraft is ever more important. Dunkirk proved that, when hundreds of thousands of British troops were taken off the soil of France against the full fury of the Nazi Wehrmacht, protected by the aerial umbrella extended by the out-numbered R.A.F. The Battle of Britain proved the same thing, when Hitler's avowed attempt to smash England into rubble was frustrated by the superb quality of the men and aircraft of that same R.A.F. The British Spitfire may well be regarded as the airplane that settled the destiny of the world, thanks to quality.

#### U.S. BOMBERS WHIP GERMANS

In the American Army Air Forces, too, quality has proved to be all-important. The overwhelming successes which our big bombers have enjoyed over the Pacific, and more recently over Europe, provide dramatic proof of this. When eleven Flying Fortresses met twice their number of the new German Focke-Wulf, "190" Fighters over the North Sea the other day, six Germans were shot down while the American bombers all got safely back. Here was a supreme test of quality, featuring the famous American Flying Fortresses against the brand-new German fighter which our enemies have touted as the deadliest ship in the skies. The fight was deadly all right--for the Nazis. That success portends mighty well for the future, when the thundering air might of America will fill the skies over Europe and reduce our enemies to helpless impotence.

#### THAT EXTRA MARGIN OF SPEED

What makes the supreme quality of American aircraft? Generally, it is the same thing that makes for a champion track star. Almost any able-bodied young man can run the hundred yard dash in 12 seconds or less. A "ten-flat" man, who was considered fast indeed a generation ago, is quite commonplace now. To place in the "big-time", a man must cover the distance in 9.6 seconds or better. And to be a champion, he must do it in 9.41.

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## JUST "GOOD" IS NOT ENOUGH

That slight extra margin of speed that enables him to cut off only two-tenths of a second is the margin of greatness that is so hard to get. It must be earned by intense training and skill, many times more than what is required for just a "good" sprinter. There is a direct parallel when we consider combat aircraft. It is easy to build an airplane that is just a "good" ship. It is an entirely different thing to build one with the extra margin of speed, range, and load-carrying ability which will make it possible to beat our enemies whenever our airmen encounter them. It's mighty hard to get it, and costly, too, but it's well worth it. One of the ways of getting that extra performance is by using the finest metals possible to gain the greatest strength with the least weight. Every pound saved means better performance. That's why magnesium is such a vital war material.

(To be continued.)

## NOT LIKE OTHER PROJECTS

Most war industries, located in or near large settled communities, get their utilities--water, electricity, sewage, service, and gas from local government or going private service companies. Not so with BML. Every utility service on this project had to be provided as part of the project itself. Water, from lake to plant, townsite, and camp, comes through lines built as part of the project. The same is true of electrical energy from the dam. Flood control works, storm drains, and a whole sanitary sewer and sewage disposal system have also been designed and constructed.

## PROGRAM AND DANCE

Lest you forget: You are invited to attend the school dedicatory ceremony at the new school auditorium Saturday, October 3rd at 4 p.m. Event is being sponsored by the BML Post, No. 40, American Legion in co-operation with the School Board. The Legion is also sponsoring a dance in the auditorium at 8 p.m. Saturday. Admission will be \$1.00 a couple. Net proceeds will help buy musical instruments for the school. Anderson's is donating refreshments. So--dust off your hoe-down shoes and come on along.

## WORK STARTS ON GROCERY STORE

Surveyors went to work late last week stak-

ing out the site of a building to house a grocery store in Basic Townsite. Construction will be speeded. The grocery will be the first of several business buildings to be erected in the townsite commercial area.

## ABOUT OTHER SCARCITIES

More than copper is getting scarce around these diggings. Men and women workers of all kinds are no longer abundant. Meat, milk, and other food items are next to impossible to buy in quantity. Washington has ordered 150,000,000 new ration books printed. They will be used for rationing several commodities. These scarcities have a direct meaning to all of us here. Anderson's markets for food have narrowed down to just about one. Seattle, San Francisco, and San Diego are out, because of heavy Army and Navy purchases. Anderson's buying must be done almost entirely in Los Angeles--and many times many commodities are not to be had. So remember, when substitutes have to be served, Anderson's will be doing what every family is having to do--dish out what is available--and like it.

Anderson's wants help. Folks have got to be fed. Wives of project employees who want to help can do so--and get paid for it--by applying at the Coffee Shop.

## BEWARE OF CREDIT SHARKS

Here's a warning and a word of caution for workers on the project. Watch out for these credit sharks who try to get you to assign your pay. Strict legal regulations make it necessary for every company on the project to frown on pay assignments. Some credit firms get people to sign a lot of papers, and sometimes people sign without reading, and discover later that they have assigned their pay. In dealing with credit houses, be sure you read before you write your John Hancock. And you'll be better off if you always refuse to assign your pay.

## SCOUT TROOP IN MAKING

Preliminary steps for the organization of a Troop of Boy Scouts in the Townsite have been taken. Men living in the Townsite who have had experience as Scoutmasters are requested to communicate with Pete Hamilton, Phone Basic 108.