

# Bomber Crashes Mysteriously; Workers Ask Questions On Nazi Activities In Plane Building Plant

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Just twelve hours after Harry Bridges laid bare a giant Nazi sabotage ring operating in Southern California, a bomber crashed near Inglewood, killing its pilot and rocketing Bridges' expose into the headlines. That was last January.

On March 18th a Boeing strato-liner crashed near Alder, Washington, carrying ten passengers to their death. The AFL Aeronautical Mechanics' Union charged Nazi sabotage, pointed out that several members of the German-American Bund and one Bund organizer are on the Boeing payroll.

The Department of Justice has agents operating in both Washington and California, but it took the trade union movement which employers have so often belabored as "un-American," to ferret out the really un-American and subversive forces that are working to undermine our government.

**BRIDGES, THE MAN**

Specifically, it took Harry Bridges, whom the professional patriots have branded as an "undesirable alien" and a Communist, to bring to the attention of the proper authorities the menace that is threatening our national defense.

Bridges charged that "Nazi agents and sympathizers working on planes of the North American Aviation company . . . at Los Angeles and on planes of the Consolidated company at San Diego are engaged in wholesale sabotage . . ."

**DEMANDS PROBE**

The crack-up within a year's time of approximately twelve Navy bombers, manufactured by Consolidated, was laid at the door of Nazi wreckers in the sensational telegram which Bridges sent to President Roosevelt, demanding an immediate investigation.

Numerous complaints to local army, navy and employer officials and inspectors . . . that unsafe planes have been inspected and passed have only resulted in persons making the complaints being discharged or demoted," Bridges pointed out.

**G-MEN SLEEP**

So while the G-Men sleep, the CIO—which is usually blamed along with the Communists for any real or imaginative sabotage—takes the initiative in turning the spotlight on the real culprits, the Nazis.

**NAZI AGENTS**

" . . . The company (Consolidated) has operated under this Communist smokescreen to employ Nazi agents, Bund members, who served two-fold purposes in acting as labor spies and union disrupters, while deliberately sabotaging army planes under construction," Bridges concluded.

**CRASH PECULIAR**

Just twelve hours after this blast, as if to underline the seriousness of the charges contained therein, a Douglas bomber crashed near the plant of the North American Aviation company under exceptionally peculiar and suspicious circumstances.

**SOMETHING WRONG**

North-American employees were eating their lunches in a parking lot adjacent to the plant when the twin-motored mono-plane took off. To their trained ears the roar of her motors indicated an unusual concentration of horsepower. And they were right. This was Douglas' secret entry in a competition for light Army bombers, and it was ru-

mored to do 400 m.p.h. at top speed.

**WORKERS PUZZLED**

The North-American workers were puzzled as they watched the big bird make two speed trials crosswise instead of down the correct length of the flying field, were even more puzzled when Test Pilot John Cable cut one motor to try a climb on half power.

Instead of climbing the ship slipped into a spin. Cable bailed out at 500 feet, pulled the ripcord of his parachute too late, died on the ground. The bomber ripped into nine automobiles in the parking lot before it stopped.

**FRENCH OBSERVER**

It was some few minutes before the North-American workers, who had miraculously escaped death, reached the ship to discover that its cockpit contained an occupant, whom Douglas Aircraft officials hastily identified as "Smithin, a mechanic." When reporters learned that "Smithin" was in reality Captain Paul Chemidlin, a military observer for the French government, the story was bannered on Page One of every newspaper in the country.

But the North-American workers who were eye-witnesses to the tragedy had a number of embarrassing questions to ask, questions that have gone unanswered to this day:

**NO PARACHUTE**

Why was this plane allowed to demonstrate aerobatics crosswise of the field when other planes were using the correct length?

Why didn't the passenger have

a parachute? He could have bailed out before the pilot. Civil Air Authority regulations provide that "all persons in a ship that is doing intentional aerobatics must be equipped with a parachute."

Why did two men from the Douglas plant rush to the scene of the crash within three minutes, remove the fin and rudder and rush same back to the plant hangar, with no regard to the fate of the occupant of the wrecked plane, who was removed some minutes later?

(The removal of any part of a wrecked plane, prior to investigation, is a direct violation of Air Commerce and Army regulations).

**SPEED-UP SYSTEM**

Why does the Army and Navy allow the speed-up system to be used in factories building planes for its use, as well as for commercial use, knowing that perfect work cannot be done under this system?

The North-American boys have a theory in regard to the crash: that the vertical fin and rudder gave way during the flight. But none of the aircraft or Army officials have either confirmed or denied this. None of the questions raised by the union have been answered. Instead, there have been veiled hints that sabotage on the part of union men in the Douglas plant may have been responsible.

To this insinuation the union has an answer: "Cannot sabotage be committed by management, as well as employees or anyone else?"

—Pass the Wallgren Bill—