

the Pitt River and south of Mt. Shasta. We saw muley does in herds but no bucks. Hunted in the Pitt river area for 3 days and then headed for home.

I worked at short carpenter jobs until the middle of December when I went to work for Campbell Construction. It was rough work, concrete forms for a warehouse.

Paul bugged me to quit the carpenter work and come to L.A. and said we would figure a way to get hired at Lockheed. I quit Campbell on Feb. 13 and went to L.A. on the bus. Walt wasn't too happy, as he thought that I was leaving a good thing.

### Lockheed...

Paul met me in L.A. on Sunday morning. It was rainy. I spent the day being coached by Paul on metal aircraft work and tools. We dreamed up a work resume from Northland Aviation School and Hanford Airlines in Minneapolis. Paul had worked at both, but both companies were bankrupt and out of business. We spent two days at Lockheed's personnel department. On the third day I got hired; they felt I had a background similar to Parish and they had checked his shop work, which was excellent. So I got hired on his coat tails.

By noon of the first day I could hold my own in riveting. Paul had put me in the tail of a Model 12 and he worked from the outside, driving rivets and coaching me.

Working at Lockheed was interesting and I dug in to learn all I could. Soon Paul and I were the pickup crew who followed inspection on an almost completed fuselage and cleaned up the inspection marked items.

We put in some time on a Howard Hughes Model 14 that he made the round-the-world trip with. We also did a small amount of work on Amelia Earhart's Model 10 that was lost.

Briefly, Earhart's around the world attempt is never covered completely in all of the articles written. Her first attempt was westbound, California to Hawaii. On take-off in Hawaii, on the second leg of her original attempt, she ground-looped the Model 10, wiping out the left main gear. Problem was that the fuselage tanks



PAUL  
PARISH  
HIS BUDDY  
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WORKED  
WITH  
HIM