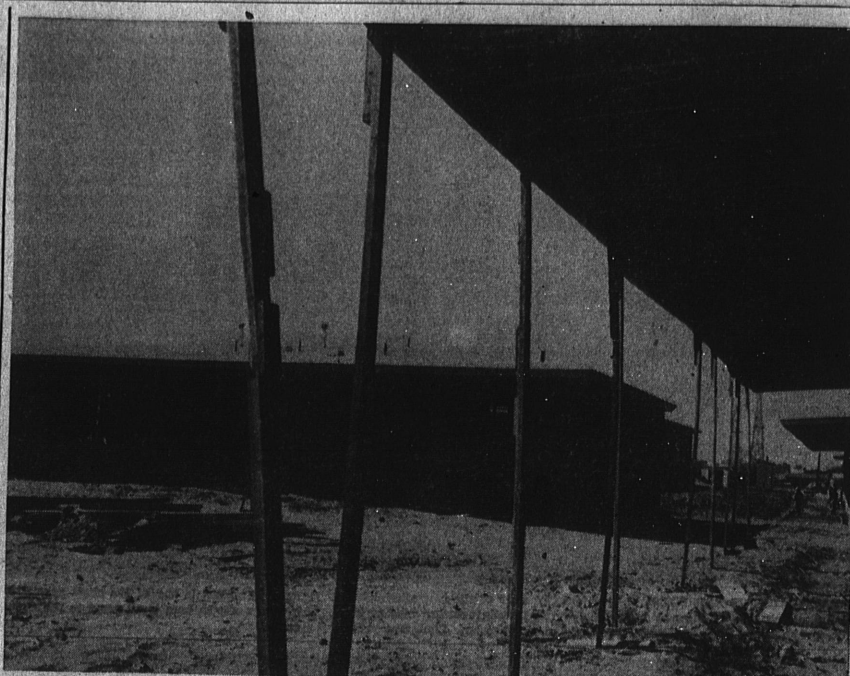


MODERN MIRACLE . . . It takes all of this and more, too, to produce high grade fuel for today's modern airplanes, Diesel engines, and automobiles. This forest of pipes—large and small—is part of the General Petroleum Refinery's huge installation for producing its share of the area's motor fuel.



READY SOON . . . The new Howard A. Wood Elementary School at 235th St. and Narbonne Ave. is slated to be ready for classes by the first of the year. It is one of the two major schools now under construction and will serve the vast Kettler Knolls and South Torrance area. Most of these students are now attending the overcrowded Torrance Elementary School. (Herald photo).



ANOTHER MONTH . . . Completion of the new Evelyn Carr Elementary School in North Torrance is expected in about another 30 days. When ready for classes, this new school will drain off part of the heavy load of students now jamming classrooms at Perry Elementary School and at the North Torrance Elementary School. (Herald photo).

# Torrance Airport Growing Daily, Now Home Base for 140 Aircraft

Growing daily with the city is the Torrance Municipal Airport, one of the finest municipal fields in Southern California. Now the home base for about 140 planes, the Torrance Municipal Airport has been considered seriously by many to be the potential air center of Southern California's booming freight business—or as a take-off point for aircraft manufactured in the area (or both).

Right now, the airport is the home of several flying schools, charter services, and is the base of operations for a huge fleet of privately owned business planes which are used to fly executives throughout the area in the course of their business.

Operator of the airport is Rotarian Ed Dietrich Jr., president and general manager of Collins and Dietrich, Inc. He is assisted in managing the booming airport by Robert W. Tod.

The airport, built in 1941 and 1942 by the government as a P-38 base, has a 5000-foot runway capable of handling B-29s or jets. During the war it was used as a jumping off spot for

aircraft headed overseas.

City Takes Over

Following World War II, the War Assets Administration turned the field over to the City of Torrance with the understanding that it would be used only for that purpose. A recapture clause in the agreement says that the government can take the field back if the city doesn't live up to the deal.

The field now has the huge hangar left over from the war years, 15 individual hangars, and seven larger hangars. Dietrich has built two large hangars on the field and is planning to continue his program of building one hangar each year. Five additional hangars are now in the planning stage or under construction. Several potential leases are under consideration, and expansion of the facilities at the airport are going on all the time, Dietrich says.

## Eagle to Build New Hangar

Bob Pfeleger, operator of Eagle Aviation charter, instruction, and rental service at the Torrance Airport, announced this week that he is about ready to begin construction of a \$30,000 hangar near Pacific Coast Hwy. on the airport.

Pfeleger has operated the

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SMELTING PLANT . . . A bird's eye view of the Pacific Smelting plant on Western Ave. shows the compact, efficient small industry that is a primary producer of zinc slabs to West Coast users. The plant has been a Torrance firm for many years.

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