

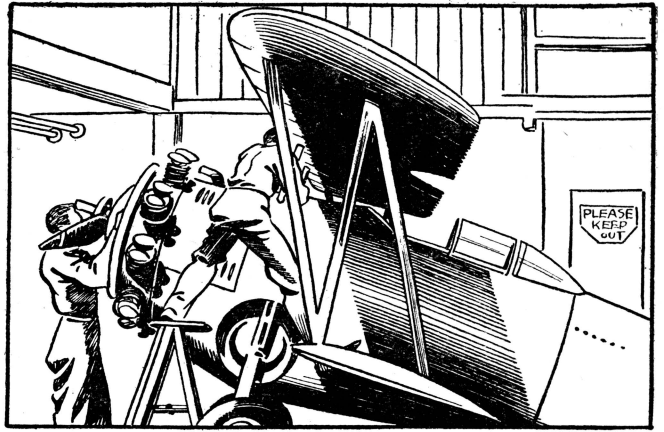
They Had What It Takes

XXXVII—LEROY E. GRUMMAN—TOP-NOTCH DESIGNER

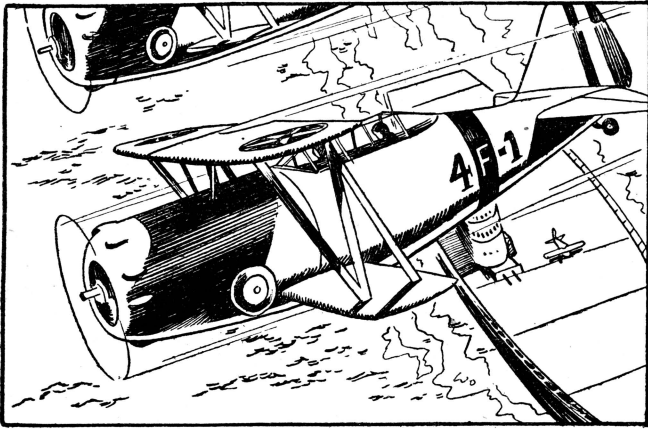
By ALDEN McWILLIAMS



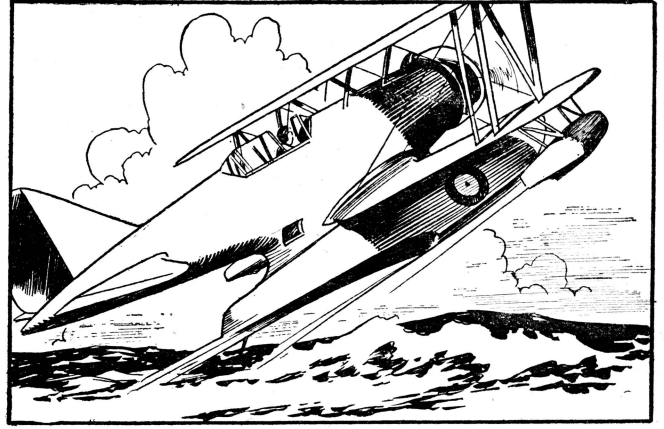
1—Born in Huntington, L. I., Leroy E. Grumman received a Mechanical Engineering degree from Cornell University. He was in the Naval Air Service at Pensacola during the First World War, and became a Naval test pilot in 1920. He next spent three years at the Naval Aircraft Factory in Philadelphia, then several years with the Loening Aircraft Company in New York.



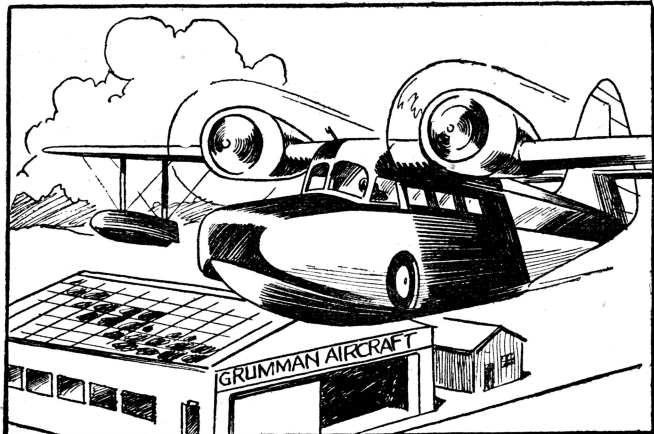
2—He rented a small frame shack in Baldwin, L. I., in 1929 and began his career as a manufacturer by turning out amphibian floats for the Navy. In 1931, after painstaking work, the infant company completed its first ship, the XFF-1. This two-placer was 25 to 30 m.p.h. faster than the current single-seaters. A contract for 27 jobs was granted by the Navy.



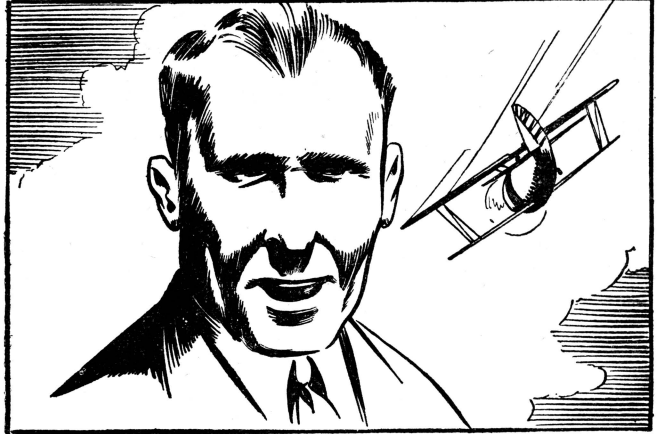
3—In 1932, Roy moved his company to Valley Stream, L. I., where 34 ships of the SF-1 type were built for the Navy. After these airplanes had seen lengthy service on the U.S.S. *Lexington*, they were distributed among Naval Reserve squadrons. At this time, Grumman, foreseeing increased success for his company, moved to more spacious quarters in Farmingdale, L. I.



4—Late in 1934, one of Grumman's stock Coast Guard JF-2's broke Seversky's amphibian record, chalking up a new mark of 194 m.p.h. This proved to the world the designing efficiency of the Grumman Company, and it also showed that biplanes were not quite yet ready to be relegated to the scrap heap. Ships of this type are still employed in the Coast Guard service.



5—Roy Grumman moved his company again in 1936—the third time since 1929—to Bethpage, L. I. Here, F3F-2, F3F-3, F4F-2, and J2F-1 types were built for the Navy, also a number of G-21's. The G-21 amphib, shown above, has been widely sold to England, New Guinea, and Australia for military purposes. Moreover, many Americans have bought these seven-placers.



6—Long Island is rightfully proud of her Grumman Company, which builds virtually all of the Navy's shipboard fighters. But Roy Grumman, the man behind the company, is little known. He is quiet, unassuming—a plain, all-around, regular fellow who has worked hard and studied long to get where he is. We hail the man who has made Grumman an American by-word.