challenge they faced: "They could see the vestiges of discrimination here, that California was going to be exactly like Texas, Arkansas, Alabama, and Georgia and every place else if we didn't do something."

Racial divisions also were evident in the worst stateside disaster during the war. On July 17, 1944, two ammunition ships and a train exploded in a horrendous blast at the Port Chicago Naval Magazine on the south shore of Suisun Bay. Killed in the blast were 320 men, two-thirds of whom were African American sailors serving in a segregated unit assigned the unenviable task of loading ammunition. After the disaster, 50 of the surviving members of the unit refused to return to duty, citing unsafe working conditions and a lack of proper training. All the sailors were convicted of mutiny and sentenced to military prison. Later efforts to have their convictions overturned failed, even though the Navy admitted "there can be no doubt that racial prejudice was responsible for the posting of African Americans to the loading divisions at Port Chicago." On the fiftieth anniversary of the incident, a memorial containing the names of the victims of the blast was dedicated at the site.

Americans of Japanese descent also served in racially segregated military units during the war. California-born Japanese Americans enlisted in the 442d Regimental Combat Team. They distinguished themselves and suffered heavy losses in the Allied invasion of Italy in the autumn of 1943. The 442d became the most decorated regiment in the annals of the American Army. Their service was later recognized by a monument of a phoenix rising from barbed wire, dedicated in the nation's capital in 2001. "Japanese Americans came here with a promise, and the promise was broken," commented Democratic Congressman Mike Honda. "But they held true to the promise; their spirit and patriotism never wavered."

Among the wartime contributions of Native Americans, a select unit of Marines at Camp Pendleton in San Diego County developed a secret battlefield code based on the Navajo language. Hundreds of Indian "code talkers" served with distinction in the Central and South Pacific. When necessary, the code talkers fought alongside their fellow Leathernecks and risked their lives as troubleshooters and stretcher bearers.

Welcoming the chance to demonstrate their loyalty, Latinos enlisted in the armed forces in record numbers. One of the wartime slogans of Mexican American servicemen was "Americans All." As the war progressed, it became evident that some of the heaviest battlefront casualties were being suffered by infantry divisions containing a disproportionate share of Mexican Americans. Representing just a tenth of the population of Los Angeles during the war, Latinos accounted for a fifth of all casualties. California Congressman Jerry Voorhis, a Democrat from Orange County, observed:

> As I read the casualty lists from my state, I find anywhere from one-fourth to one-third of those names are names such as Gonzales or Sanchez, names indicating that the very lifeblood of our citizens of Latin-American descent in the uniform of the armed forces of the United States is being poured out to win victory in the war. We ought not to

The Rise of the Aircraft Industry

The importance of shipbuilding was doomed to end with the war, but the wartin expansion in the manufacturing of aircraft and in the industries closely related to became a much more enduring and ultimately a much larger factor in California growth.

Before the 1930s aircraft manufacturing in the United States was a small indu try in which skilled artisans engaged in the leisurely production of custom-bui planes. The more substantial factories were then in the east. Glenn L. Martin, wh had established one of the first airplane factories in America in 1909, built some c his early planes in southern California, but he later moved his operations to Cleve land and then to Baltimore. In 1916 the brothers Allen and Malcolm Loughead se up a shop in Santa Barbara in association with John K. Northrop. During World Wa I, they won a contract to build seaplanes for the Navy, but the war ended before the could begin production. Refusing to be discouraged, the three men moved their lit tle factory to Burbank and dispelled the previously hopeless confusion over the pro nunciation of "Loughead" by adopting Lockheed as their company name.

In 1920 young aeronautical engineer Donald Douglas, with an initial capital of $600 set up his drafting room in the rear half of a barber shop on Pico Boulevard in Los Angeles. No banker would lend him a cent, but he attracted the interest of Harry Chandler, publisher of the *Times* and perpetual booster of new industry for the Los Angeles area. On the strength of an order for three Navy torpedo planes, Chandler and nine other southern California businesspeople loaned Douglas a total of $15,000, enabling him to establish a factory in an abandoned motion picture studio in Santa Monica. That factory succeeded so well that in 1924 two Douglas-built Army planes made the first flight around the world, though they took several months to complete it.

T. Claude Ryan, a former Army flyer, established the first daily scheduled airline passenger service in the United States in 1922 between San Diego and Los Angeles, and the next year he began to manufacture planes at San Diego. There his small company achieved a national reputation by building the *Spirit of St. Louis,* in which Charles A. Lindbergh made his spectacular flight from New York to Paris in 1927.

The depression was particularly hard on the aircraft industry. In 1932 Douglas went for 4 months without an order and kept his workers employed at gardening and plant maintenance, whereas the Lockheed company, whose general manager had mortgaged his house and car to meet a payroll during the previous Christmas week, went into bankruptcy.

Even in the period between the two world wars, more than half the country's airplane production was done under government contract, and no company survived without a share of military orders. Nevertheless, the military air forces of the United States in the late 1930s were alarmingly unprepared for war. As late as 1939, the entire output of the American aircraft industry was less than 6000 planes of all types—the full capacity of the factories then in existence. In May 1940, when Germany invaded France, President Roosevelt called for an output of 50,000 planes a year, and although this figure was then regarded as shocking and impossible, actual production would more than double it by 1944.