

Garland Landmark Society

Luscombe's first hangars in 1945 (above, top left) on Jupiter Road, which runs diagonally to intersect Forest Lane, lower left. At right, Temco occupies the same site in this 1960s aerial view looking northeast. Temco bought the failing small aircraft manufacturer in 1949 and expanded operations, continuing business until, through mergers, it became E-Systems. E-Systems, in turn, was sold to Raytheon in 1995. Raytheon will move to a site in Richardson by year's end.

After 70 years, a major vacancy



Raytheon leaving old Luscombe site for Richardson

For seven decades, the gigantic 500-acre tract fronting on Jupiter Road has been home to some of Garland's biggest industries.

By Jan. 1, 2016, it is expected to be vacant.

Luscombe Aircraft Corp. purchased the farmland in 1945 and installed the first buildings there. Raytheon Systems, which became its current occupant in 1995, plans to leave by the end of this year, moving about 1,700 employees to a new, multi-million dollar facility in nearby Richardson.

Luscombe was prize catch in 1945, when Garland officials and civic leaders helped put

together the acreage for the aircraft company, which was seeking wide open spaces to accommodate its big plan to produce small private planes for what was a largely undeveloped market as World War II was ending. The tract occupied most of the land bounded by Jupiter Road on the west, Forest Lane on the north, Miller Road on the south, and Shiloh Road on the east.

Ground was broken for the plant in April, 1945, and the first planes began to roll off assembly lines by October of that year.

At that time, Luscombe was the fourth large industry snared by hard-working Garland leaders. It joined Byer-Rolnick Hat Corp., which relocated from Dallas in 1939, and wartime manufacturers Continental Motors and Southern Aircraft Corp. In 1949, the Continental Motors site on Forest Lane was

(See AIRPLANE, Page 2)

Garland Landmark Society**P.O. Box 462232 (Mail)**

Garland TX 75046-2232

303 N. Sixth Street

Garland TX 75040

www.garlandhistorical.org**OFFICERS****PRESIDENT****Michael Hayslip**hayslip@onlinetoday.com**VICE PRESIDENT****Development/Museum Affairs****John Swanson**jlswany@hotmail.com**VICE PRESIDENT****Membership****Bill Dickson**edickson@sbcglobal.net**SECRETARY-TREASURER****Janice Black**jfblack@yahoo.com**CURATOR****Claude Doane**claude.Doane@hcahealthcare.com**DIRECTORS**

Bob Compton

Editor, ON TRACK

Bob Dunn

Jay Jones

Evelyn Montgomery

Joann Nelson

Pete Nelson

Chuck Cabaniss (*emeritus*)Wylene Taft (*emeritus*)

Airplane plant fueled Garland's growth

(Continued from Page 1)

sold to Kraft Foods, which still occupies the tract, and Southern Aircraft's old property on North Glenbrook is now owned by General Dynamics.

Luscombe produced its famous Silvaire plane at its Garland plant until 1949, when demand for its product plunged, bankruptcy was declared and Texas Engineering and Manufacturing Co. (Temco) bought the failing company. Temco, under a series of name changes and reorganizations, continued operations at the site until it finally became E-Systems in 1972, and was acquired by Raytheon in 1995. The site was national headquarters for a division of the corporation — Raytheon Intelligence, Information and Services.



The big Garland tract has been occupied by a manufacturer of some sort for 70 years, generating thousands of jobs. Employment during Temco's peak production years in the late 1950s reached more than 10,000, according to contemporary newspaper reports.

Luscombe's move from Trenton, N.J. near the end of World War II signaled another triumph for Garland leaders who had successfully established an industrial base for the city of 2,500, beginning in the years just before the war, with Byer-Rolnick Corp.

(See AFTER, on Page 3)

After big start, Luscombe failed; complex later was occupied by Temco, E-Systems, Raytheon

(Continued from opposite page)

Luscombe's announcement was a signal that the city would continue, post war, to build its already impressive manufacturing foothold.

The first planes rolled off the assembly line in Luscombe's 100,000 square-foot factory in October, 1945, and by 1947 the manufacturer took the national lead in manufacturing and sales of 2-place personal planes with its highly touted Silvaire.

L.H.P. Klotz, president of the aircraft company, announced in January 1948 that it had 1947 net sales of more than \$3.5 million, with the delivery of more than 1,400 all-metal Silvaires. He said that one out of every three 2-place airplanes sold in America that year had been made in Garland where 500 people were on the payroll.

That success was fleeting. Two years later, in 1949, Luscombe declared bankruptcy and was bought by a new Texas manufacturer, Texas Engineering and Manufacturing Co, (Temco). Temco, with acquisitions and mergers, would evolve into Temco Aircraft Corp., Ling Temco Electronics, LTV Temco — and finally, in a 1972 reorganization, E-Systems, a prime defense contractor.

Temco (Texas Engineering and Manufacturing Company) was formed in 1946 by young Texas entrepreneurs who

bought the North American Aviation wartime plant in Grand Prairie after it was closed down after World War II. It turned out a variety of products, military and civilian, until it landed a big Department

of Defense contract in 1947 to refit B-25 bombers.

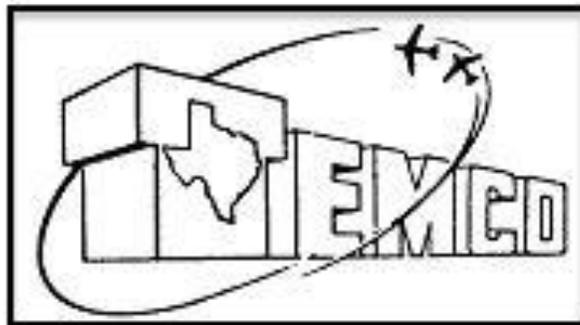
Its operations were moved to Garland in 1950 after its purchase of bankrupt Luscombe.

It was renamed Temco Aircraft Corporation in 1952 as government contracts continued to grow, and in 1956 it was adding missiles to its manufacturing list, erecting more buildings on the

Garland property and hiring more employees.

With mergers, acquisitions and additional products, the company finally

was renamed E-Systems, which was acquired by Raytheon in 1995. Raytheon made it the national headquarters for its Intelligence, Information and Services division (IIS) which continues to operate there until its move to the new Richardson complex.





Garland Landmark Society.

In this late 1940s promotional photo, Luscombe employees stretch across the wing of the company's most popular plane, the Silvaire, notable in its final models for its all-metal wing.



Garland Landmark Society
P.O. Box 462232
Garland TX 75046