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AVIATION NEWS COMMITTEE

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Export Men Pledge Help for Defense

Industry Rounds out Broad Program of Cooperation

LOS ANGELES, Nov.—Aviation industry executives have rounded out their program of defense emergency cooperation with the Federal government, as a result of the recent Export Conference here of the Aeronautical Chamber of Commerce of America.

One significant act of the conference was adoption of a resolution which stated "that this conference pledges its utmost cooperation in the subordination of its export program to the national interest; with complete knowledge that as conditions warrant the export sale of aeronautical products and the training of Latin American aviation personnel should be fostered as an essential phase of hemisphere defense."

While their factories are working night and day to build aircraft for the United States army and navy, industry executives are seeking to coordinate immediate defense needs with the broad horizons of aviation's future.

Seeking to be prepared for peace, as well as for war, export executives are giving attention to problems of establishing, maintaining or increasing commercial supremacy of American-made aircraft in the markets of the remaining non-belligerents.

Boeing Engineer Winner of Award

The Musick Trophy, for the most valuable contribution to the safety of life in the air, was recently awarded to Robert J. Minshall of the Boeing Aircraft Company.

Mr. Minshall was the engineer in charge of construction of the Boeing clippers built for the Pan American Airways. These and other American-built airplanes pioneered commercial skyways over the Pacific and Atlantic oceans.

Self-Sealing Tank Is U. S. Invention

Attention has been given to the use by Nazi flyers of a self-sealing gasoline tank. The device was in practical use in the United States as early as 1917, although its invention has been attributed to the Germans.

Speedy Fighters, Biggest Bombers Manufactured for America

000,000 aerial dreadnaught being made ready for ground tests in a few weeks. The 80-ton B-19 is the largest and most powerful airplane ever built. Its size is difficult to describe, but may be realized from the fact that its tail assembly is larger than the usual commercial transport plane.

While, in a military sense, the B-19 is a gigantic fighting plane, available for air corps use after its tests, its builders regard it as a "flying laboratory," a pioneering effort to establish a type of bomber suitable for hemisphere defense.

Aircraft Industry Meets War's Challenge

AIRCRAFT ENGINES ON 'PRODUCTION LINE' U. S. Plane Efficiency Advanced Since 1938



Makers of motors for America's defense planes are meeting the emergency through "line-production" methods. Above, a scene in the new foundry of Wright Aeronautical Corporation at Fairlawn, N. J., shows casting of aircraft engine cylinder heads on a mass production basis.

(EDITORS: MAT OF THIS CUT WILL BE AIRMAILED ON REQUEST. USE ATTACHED CARD.)

U. S. Plane Efficiency Advanced Since 1938

NEW YORK, Nov.—In a land of peace, the men who design and build and fly American airplanes have in the last 18 months met the flaming challenge of a world at war.

A nationwide survey by the Aviation News Committee today showed the tremendous scientific, technological and industrial accomplishments of American aircraft construction. These accomplishments mean that, while preparing to build planes quickly in large numbers, the manufacturers have developed models which fly faster, higher, farther than any others in the world.

EFFICIENCY ADVANCED

Here is a quick summary of advances in efficiency of American aircraft in the last 18 months: SPEED—Since 1938, the speed of American-built fighting planes has increased on an average of 30 per cent. In the case of several of our pursuit planes, speed has advanced far beyond that percentage. It has passed 400 miles per hour and continued clear off the graph.

ALTITUDE—With high altitude combat highlighting Europe's aerial war, America has increased the optimum altitude of many types of military aircraft 15 per cent and more since 1938. Today, fighting planes built in this country can climb to 35,000 feet.

RANGE—Cruising range, so important in the defense of a nation four-fifths the size of all Europe, has been greatly extended. The 1940 long range bombers built here can travel 4,000 miles or more non-stop. Soon the War Department will be testing a bomber with a range of more than 7,000 miles.

ARMAMENT

Some of the pursuit planes and bombers developed in this nation in the last 18 months will be among the most heavily armed, if not the most heavily armed in the world. Developed in American factories since the onset of war, flames high are no less than 20 new military types—bombers, pursuit interceptors, and trainers for the Army Air Corps; shipboard fighters, scouts, dive bombers and patrol bombers for the Navy.

Defense Board Clears Large Engine Contracts

The War Department has announced that contracts totalling \$81,569,140 for airplane engines have been cleared by the National Defense Advisory Commission, and awarded to the Wright Aeronautical Corporation of Paterson, N. J.

Part of this order is allocated for the Navy, under the policy of the War Department, whereby the army will deal exclusively with the Wright group for Wright engines for the combined Army and Navy requirements. Such engines as go to the Navy will be paid for by transfer of Navy funds to the Army.

Motor Makers Speed Their Work, Keep Abreast of Nation's Needs

NEW YORK, Nov.—Possibility that the Federal government's plan for mass production of fighting planes will encounter a bottleneck by reason of engine shortage appears remote, it was indicated this week following the inspection tour of William S. Knudsen, production head of the National Defense Advisory committee, through the major airplane engine plants.

Aircraft engine companies are rapidly coming into mass output—using "line-production methods." The augmented aircraft armament program calling for 25,000 fully equipped military and naval planes by July 1, 1942, is progressing in a completely satisfactory manner, according to Mr. Knudsen.

1,400 ENGINES MONTHLY

Pratt & Whitney and Wright Aeronautical, the two leading manufacturers of high-powered air-cooled aviation engines, turned out about 1,400 motors during September, and present schedules call for a step-up in the output of these two plants alone to 2,700 engines per month by the middle of next year.

FOR DEFENSE 35-Acre Engine Plant Is Started

Guy W. Vaughan, president of Curtis-Wright Corporation, seated in a big scoop tractor on Oct. 23, at Lockland, Ohio, broke ground for the huge new Wright aircraft engine plant.

10,000 Man-Hours Saved by Aircraft Manufacturers

Republic Aviation Corporation of Farmingdale, Long Island, estimates that it saved something like 10,000 man-hours or the equivalent of the time required to turn out one airplane by the novel method it adopted in getting its men of draft ages registered on Oct. 16.

STANDARDIZED PLANES

Aircraft manufacturers are cooperating with Army and Navy officials in their attempt to speed production by standardizing certain types of American and British military planes. Standardized aircraft, now being built for Britain, could be taken over by the United States if needed for the national program.

New Progress in Engine Factories

Airplane Motor Plants Add Men, Increase Space

NEW YORK, Nov.—Contributing to the engine manufacturers' part in the nation's aerial armament: The Aviation Manufacturing Co., Lycoming Division, at Williamsport, Pa., which some time ago took over the building of the Lycoming airplane motor, is now operating two shifts of workmen in the production of this nine-cylinder radial engine which ranges from 200 to 300 horsepower.

TRAIN MORE PILOTS

Development of the so-called "light plane," priced for the average man, has received widespread attention from American aircraft manufacturers because private flying, coupled with the government's program to train 50,000 pilots a year, will help to create a reservoir of trained men to man America's fighting aircraft—should need arise.

Night Lights of Aircraft Plants Show 'Around-the-Clock' Activity

From Coast to Coast, Factories Working Three Shifts to Hasten Defense Production

When nightfall advances across the broad nation, bright factory lights testify that the aircraft manufacturing industry is working around the clock for national defense.

Men—tens of thousands of them—aircraftmen trained in their respective fields, are working behind these lights in order that the day of national security may be hastened.

QUICK FACTS: Navy Will Triple Air Force Now

Crisis in the Pacific focuses attention on America's naval air arm. According to Navy Secretary Knox, the Navy in late September had a total of 1,812 aircraft—1,234 of them useful combat planes.

And the Navy Department is losing no time in creating a real fighting force. In order are 3,000 new planes—1,502 combat, 1,467 training and 32 utility—while contracts are being negotiated for 4,000 additional aircraft.

An illustration of how national defense orders are creating jobs for American workers is reported from Los Angeles County. There an 11-year employment record has been shattered, largely due to expansion of the aircraft industry which showed increases of 111 per cent in employment and 123 per cent in payrolls over 1939.

A few years ago the idea of transporting large numbers of troops by air was considered a fantastic dream. The speed of armies, in the opinion of most "experts," was governed by the pace of the slowest "foot slogger." Well, ideas change. Within the last month one aircraft company—Douglas of California—has received War Department orders totalling \$57,000,000 for the construction of a huge fleet of transport planes designed specifically for the swift movement of troops, equipment and material.

Thousands of rivets are used in the construction of the Bell Airacobra—one of our fastest pursuits. Yet for the sake of speed, not a single rivet head is exposed. The surface of the plane is as smooth as that of a grand piano.

Brand new to the U. S. Army is the squadron of parachute troops formed at Fort Benning, Georgia. Already, the command officer has been swamped by offers of volunteers who want to join.

New Types of Military Aircraft

High Performance Models Developed for Defense Production

LOS ANGELES, Nov.—New types of military aircraft, developed by American builders and now being produced for national defense, jolt the imagination with their potentialities of speed, altitude, range and armament.

While eastern plants are building the Bell Airacobra, pursuit interceptor, the Curtiss XSB2C-1, dive bomber, the Grumman Skyrocket, shipboard fighter, the Martin XA-22 bombers, the Stearman 100 bombers, the United Aircraft's new Vought-Sikorsky scout observation and other models, plants on the West Coast are working on a variety of new models including the fastest of interceptors and largest of bombers.

NEEDS ALL MODELS

Military aviation, of course, depends chiefly on no single model. There must be trainers such as North American, at Los Angeles, and Ryan, at San Diego, are turning out in large quantities. There must be observation planes and transports. But the spectacular performance of the pursuits and bombers captures the imagination. Exact performance figures of the nation's new war planes are closely guarded by the Army and Navy. But, during a \$3-

THE AIRCRAFT INDUSTRY REPORTS:



Since the start of the European war, Sept. 1, 1939, and through Sept. 30, 1940, the Aeronautical Chamber of Commerce reports, direct aircraft and engine manufacturing employment has increased more than 170 per cent. There were 46,200 men at work in the plane and motor plants on Sept. 1, 1939. On Sept. 30, 1940, 125,000 men were at work in these plants.

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