

Aircraft Industry reports...

	April, 1941	May, 1941	Increase
"Man-Hours" Worked	41,776,032	45,588,286	3,812,254
Employees	247,047	262,671	15,624
Payrolls (weekly)	\$9,022,125	\$9,703,587	\$681,462
Backlog	\$3,506,495,447	\$4,305,217,856	\$798,722,409

Vol. 3, No. 5 July 15, 1941

AERONAUTICAL CHAMBER OF COMMERCE Aviation News Committee

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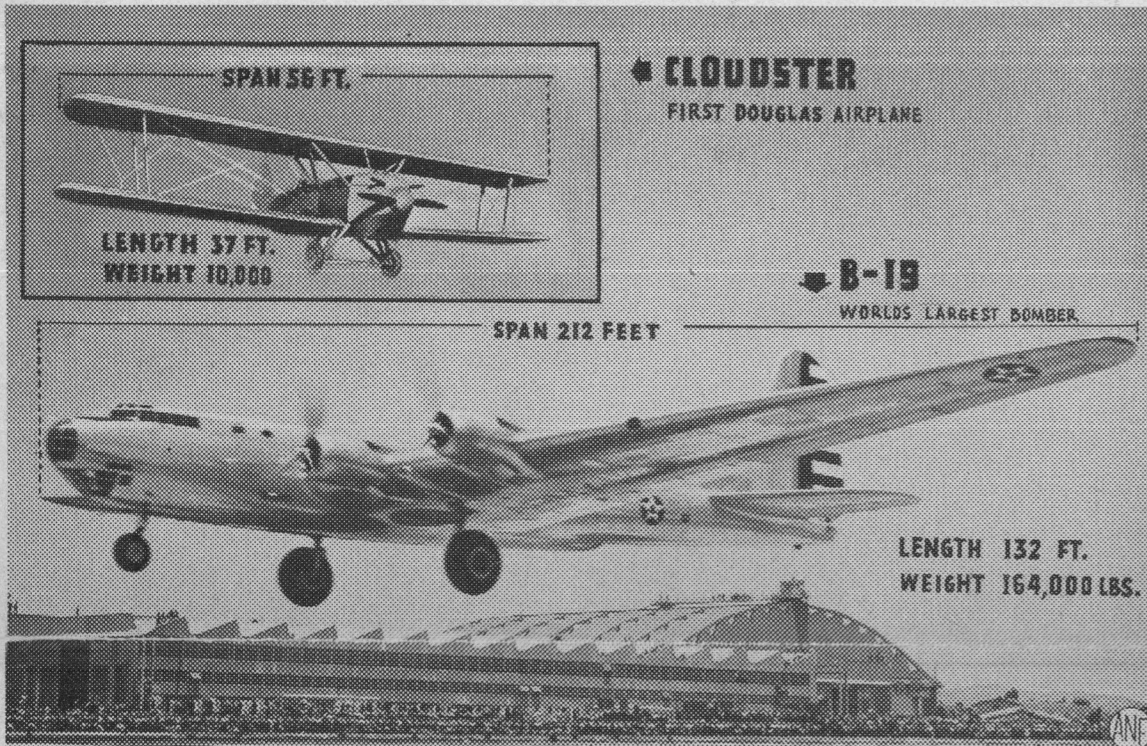
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NOTE TO EDITORS: We want every publication to get an even break on articles and photographs appearing in Aviation News Features. Unless otherwise indicated, all material is released on and after the 1st or 15th of each month. Strict observance of these release dates will mean that everyone gets that even break.

RELEASE JULY 15

1920 — THEN AND NOW — 1941



Barely two decades stand between these two airplanes. One was a sensation of 1920. The other is the American aircraft industry's newest, most spectacular contribution to the nation's defense. The big ship (shown here taking off on its maiden flight) is the Douglas B-19, world's largest bomber, now undergoing Air Corps tests at March Field, Calif. The little fellow is the Cloudster, first of a long line of Douglas transport planes. Some idea of the difference in the size of the Cloudster and the "Hemisphere Guardian" can be gained from the comparative figures, compiled by the Aeronautical Chamber of Commerce.

(EDITORS: IF YOU ARE NOT RECEIVING AVIATION NEWS FEATURES' MATS OR GLOSSY PRINTS, WRITE TO AVIATION NEWS COMMITTEE, 7046 HOLLYWOOD BLVD., LOS ANGELES, FOR THIS FREE SERVICE.)

Use of Magnesium in Engine Parts Will Decrease Weight of Aircraft Technicians Tame the Temperamental Traits of Lightweight Metal for Motor Construction

Twelfth of a series illustrating the manner in which research and experimentation are providing new methods and materials to speed production and improve quality of military aircraft, this article discusses magnesium, the new lightweight metal used in airplane engines.

Magnesium, the lightweight metal which has "grown up" with the aviation industry, is playing an increasingly important part in lessening the weight of the engines which power Uncle Sam's huge fleet of warplanes.

The development of magnesium during nearly two decades of constant research and experimentation is but one of the many examples of the foresight of the American aircraft industry in its preparation for today's lack of armament and Great Britain in the air, according to the Aviation News Committee of the Aeronautical Chamber of Commerce.

Magnesium is one-third lighter than aluminum, but it is strong enough in alloy form for engine parts. It is one of the most temperamental of all metals to handle because of its tendency to burst into flame when it comes into contact with air and because of its affinity for mixing with gases and other metals.

PROBLEM SOLVED
After 17 years of experimentation, technicians at Wright Aeronautical Corp. have solved these problems and are now prepared to turn out approximately 20,000 pounds of magnesium castings a day. The world's largest magnesium foundry and the first of its kind to be devoted solely to aircraft engine castings is located at Fair Lawn, N. J.

Nearly 150 different engine parts will come out of the Fair Lawn plant, including such items as nose and rear covers, super-charger covers, intake manifolds, oil pumps and breathers for oil systems.

CONVEYOR SYSTEMS
A line production method has been set up whereby raw materials—ingots of virgin metal and sand for molds and cores—enter one end of the building. They flow their separate ways on conveyor systems, meeting when the metal comes from the furnace and is poured into waiting molds of sand.

Pouring the metal is a touchy job and no good substitute has yet been found for the old-style hand-operated ladles.

PLANE FACTS: Drabness Marks New Camouflage

Modernized camouflage designed to make an airplane invisible from the ground is a development of World War II. Long-range night bombers are given an overall coat of dull black or finished with drab tops and sides with dull black bottoms. Fighter aircraft which operate during the day have the undersides of wings and fuselage painted a light-blue color. Here the spectacular multi-coloring of World War I is lacking.

Manufacture of aircraft represents the largest single use of aluminum, taking something over 50 per cent of the total defense use, according to the Office of Production Management.

Three thousand one hundred ten pounds of basic aluminum stock go into each Republic Lancer interceptor airplane—the equivalent of 6000 aluminum saucepans of the standard kitchen type.

AEROQUIZ Tube on Wing Measures Speed

Q—What is a Pilot tube?
A—A thin tube projecting from the leading edge of an airplane wing, used to measure air speeds.

Q—What part of an airplane is designated as the ampenage?
A—Empennage (French) is the collective name for the entire tail group, or tail assembly, of an airplane, composed of the rudder, fin, elevator and horizontal stabilizer.

Q—What does the aircraft designation "SB2C-1" mean?
A—"SB" stands for scout-bomber; "2C" means the second scout-bomber type produced by the Curtiss Airplane Division and "1" indicates the first of its model. In toto, the letters and numbers designate the new Curtiss Navy dive-bomber.

Let's Go! U.S.A.—Keep 'em Flying!
CAMOUFLAGE SCHOOL
Using miniature models of buildings, engineers at the Army camouflage school at Fort Belvoir, Va., are studying the effects of various paints and designs in hiding such strategic objectives as factories and airports from the air.

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Plane Industry's 'Man-Hours' and New Orders Soar

Gains Also Reported in
Personnel and
Payrolls

P.M. RELEASE JULY 15

WASHINGTON, July 15.—(ANF)—The aircraft manufacturing industry in May established a new record of 45,588,286 "man-hours" worked in production of warplanes for defense of the United States and the democracies, and during the same period took on new orders totaling approximately four-fifths of a billion dollars.

These were the highlights of a report to the Aviation News Committee by Col. John H. Jouett, president of the Aeronautical Chamber of Commerce of America. "Man-hours" worked in May exceeded those worked in April by 3,812,254, a 9.1 per cent increase and an impressive index to the industry's constantly increasing productive effort.

NEW ORDERS
New orders sent the industry's backlog soaring on June 1 to a record high of \$4,305,217,856, Col. Jouett reported. On January 1, 1940, the backlog was only \$675,432,475.

(Editors Note: All statistical data reported, including backlog figures, cover the plane, engine and propeller companies, and do not include the aeronautical contracts of the automobile industry, other than sub-contracts given automobile companies by aircraft manufacturers.)

Other expansion achievements of the aircraft industry in May, as reported by the Chamber head, were:

1. Number of employees increased 15,624 from 247,047 to 262,671, a 6.3 per cent increase. On January 1, 1940, employees numbered only 89,893.

2. Weekly payrolls jumped \$681,462 from \$9,022,125 to \$9,703,587, a 7.5 per cent increase. Payrolls on January 1, 1940, were \$2,821,932.

MORE WORKERS
The plane companies accounted for the bulk of the increase in number of employees. Total plane company employment rose from 184,047 to 198,169, an increase of more than 14,000.

The plane and engine companies together were responsible for payroll increases of \$678,302, plane payrolls being boosted \$276,520 and engine payrolls \$401,782.

Let's Go! U.S.A.—Keep 'em Flying!
More Instruments
for U.S. Warplanes

NEW YORK, July 10.—(ANF)—Under pressure of its huge war emergency commitments, the Sperry Gyroscope Co. has completed arrangements for building a new plant with 1,350,000 square feet of floor space near Great Neck on northern Long Island, not far from New York City's La Guardia Airport.

Approximately 7000 men will be employed at the plant, following completion early in 1942.

Among the Sperry products are such delicately constructed instruments of "flight security" as the directional gyro, the gyro-horizon and the automatic pilot for airplanes. Sperry also builds searchlights, sound locators and directors for anti-aircraft protection, and the gyro-compass and other marine instruments.

Let's Go! U.S.A.—Keep 'em Flying!
EYES FOR THE ARMY
Latest observation airplane to go into production for the U. S. Army is the Curtiss O-52, a high-wing monoplane designed for scouting missions and to maintain liaison with infantry, artillery and other ground troops in combat team work.

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Aviation's Who's Who

T. CLAUDE RYAN

Engraged in aviation since he was a boy, T. Claude Ryan, in the last few years, has kept step with the rapid expansion of the aircraft industry through the spectacular growth of his own aviation interests, the Ryan Aeronautical Co. and its subsidiary, the Ryan School of Aeronautics.

Enthusiased over the possibilities of aviation, young Ryan came to San Diego, Calif., in 1922 and opened a flying school and aerial service which became the foundation for his present enterprises. A little later he established the first year-around daily passenger airline service in the United States—the "Los Angeles-San Diego Air-Line"—and turned a few years later to manufacturing planes for the air mail service.

Mr. Ryan's first production model was the Ryan M-1 monoplane, followed by the Ryan Brougham series of cabin planes. Most famous of Ryan aircraft, of course, was the "Spirit of St. Louis" built to the specifications of Charles A. Lindbergh for the New York-Paris flight.

In 1934 came the introduction of the Ryan S-T trainer series, which pioneered the low-wing trainer field and was destined, in 1939, to become the first low-wing trainer to be used by the U. S. Army Air Corps for the primary training of flying cadets.

The increased production requirements of national defense purposes changed the Ryan organization from a small firm manufacturing high-performance training and sport planes for private owners to one of the nation's main sources of primary military training planes under mass production standardization methods.

A complete new factory building constructed on Lindbergh Field, although not yet two years old, has already undergone two extensive additions, bringing the total production area to some 240,000 square feet. Working on a \$15,000,000 backlog of orders are approximately 1800 men.

Along with the rapid growth of Ryan's manufacturing activities has come an equally spectacular expansion of training facilities. Chosen as one of the first nine schools to give primary training to Air Corps flying cadets, the Ryan School in the summer of 1939 was assigned a contingent of 35 cadets for a 12-week primary training period with new classes arriving each five weeks—a total of 70 new cadets during the 12 weeks. At present the combined Ryan schools at San Diego and Hemet, the latter being established in record-breaking time last fall, receive 370 new cadets during each 10-week period.

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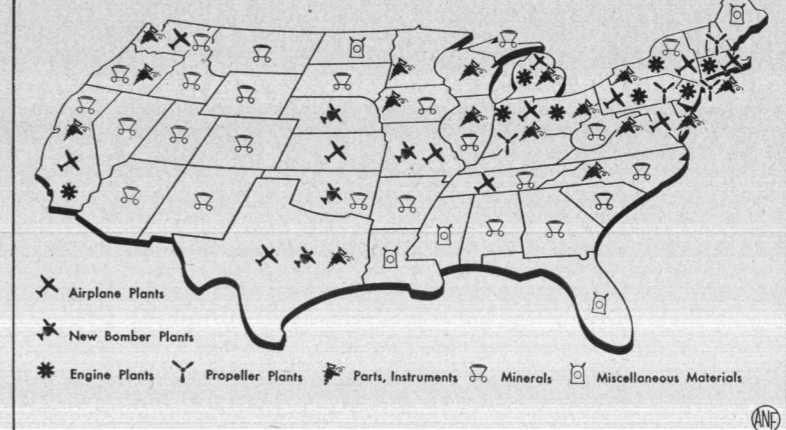
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ENTIRE NATION SHARES IN PLANE PROGRAM BENEFITS

A.M. RELEASE JULY 15

American Aircraft: Product of a Nation...



Nationwide character of the U. S. aircraft industry is illustrated by this map, prepared by the Aviation News Committee, which shows the distribution throughout the 48 states of airplane, engine, propeller and parts manufacturing centers and material sources. All play their part in the production of warplanes for defense.

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Every State Does Its Bit

From Maine to California, from Washington to Florida, each of the 48 states contributes materials that make possible the production of modern warplanes. Material sources, state by state, follow:

- Alabama:** Steel, silver, copper, lead, tin, graphite, bauxite, cotton, turpentine, aluminum.
- Arizona:** Silver, copper, molybdenum, vanadium.
- Arkansas:** Bauxite, abrasives, petroleum, cotton, antimony.
- California:** Aluminum, magnesium, tools, parts, radio equipment, instruments, castings, machine parts, fish oil, mercury, petroleum, borax, lumber.
- Colorado:** Lead, copper, wool, silver.
- Connecticut:** Machine guns, aluminum forgings, manganese, bronze bars, machine tools.
- Delaware:** Steel products, explosives, paper, artificial leather, plastics.
- Florida:** Cotton, peanut oil, sponges, turpentine.
- Georgia:** Iron, bauxite, cotton, talc, turpentine, rosin, manganese.
- Idaho:** Lead, silver, zinc, copper, wool, lumber.
- Illinois:** Iron, steel, copper, instruments, insulators, steel forgings, rubber parts, cable, felt.
- Indiana:** Ignition equipment, tools, bomb switch units, magnesium, aluminum.
- Iowa:** Lead, zinc, starch, oil, steel parts.
- Kansas:** Flax, zinc, casein, lampblack.
- Kentucky:** Asphalt, alcohol, porcelain.
- Louisiana:** Sulphur, acids, fiber, paraffin, lumber.
- Maine:** Slate, lumber, muslin, leather, woolen fabrics.
- Maryland:** Radio equipment, parts.
- Massachusetts:** Machine tools, tools, leather, electrical goods, silk, rayon.
- Michigan:** Steel, copper, gypsum, brass, engine parts, paints, aluminum extrusions, sheet metal parts.
- Minnesota:** Iron, paper, linsed oil, electrical parts, radiators, steel.
- Mississippi:** Cotton, leather, turpentine, rosin, pitch.
- Missouri:** Gunmount assemblies, radio parts, lead, silver, zinc, fiber, leather.
- Montana:** Leather, copper, silver, wool, manganese, instrument jewels.
- Nebraska:** Leather, fiber, casein, starch.
- Nevada:** Silver, copper, wool, lead, zinc, mercury, manganese, tungsten.
- New Hampshire:** Mica, leather, fabrics, paper.
- New Jersey:** Iron, zinc, textiles, chemicals, paints, plastics, accessories, aluminum, magnesium.
- New Mexico:** Copper, lead, zinc, leather.
- New York:** Aluminum, zinc, glass, paper, wire cable, plastics, bomb racks, instruments, sheet metal parts, gun-sights, magnesium.
- North Carolina:** Cotton, talc, turpentine, tar, mica, aluminum.
- North Dakota:** Clay, leather, fiber, insulation.
- Ohio:** Rubber tires, tools, accessory parts, landing gear assemblies, sheet steel, aluminum.
- Oklahoma:** Zinc, lead, petroleum, leather.
- Oregon:** Lumber, leather, silver, copper, lead, tools, machine parts, aluminum.
- Pennsylvania:** Aluminum, magnesium, steel, machine parts, glass, silk, leather, tools.
- Rhode Island:** Airplane cloth, electrical equipment, instruments.
- South Carolina:** Turpentine, cotton, twine.
- South Dakota:** Silver, tungsten.
- Tennessee:** Cotton, copper, rayon, plastics.
- Texas:** Wool, petroleum, parts.
- Utah:** Copper, silver, zinc, asphalt.
- Vermont:** Slate, talc, fabrics.
- Virginia:** Fabrics, chemicals, paper.
- Washington:** Silver, copper, lead, zinc, lumber, tools, machine parts, springs, aluminum.
- West Virginia:** Glass, carbon black, steel, porcelain, chemicals.
- Wisconsin:** Paper, leather, electrical machinery, die castings, steel tubing, machine parts.
- Wyoming:** Lead, gypsum, lumber.

ANIMALS, SNAKES & SUCH Air Corps Studies Names for Planes

(EDITORS: If you are using "Know America's Planes" we direct your particular attention to the following feature:)

WASHINGTON, July 10.—(ANF)—The U. S. Army Air Corps is considering simplifying the designations of American fighting airplanes so the public can "Know America's Planes" better, the Aeronautical Chamber of Commerce reported to Aviation News Features today.

Such a move, it was pointed out, would give impetus to the identification campaign being carried on by the aircraft manufacturing industry through the "Know America's Planes" series of *silhouettes* issued by Aviation News Features and published in (NAME OF PAPER).

The plan contemplates formation of a committee to give colorful, descriptive names to the air services' many types of military planes, names that would stamp themselves on the public's mind much more indelibly than the current letter-and-number designations, such as P-40 (Curtiss pursuit), B-26 (Martin medium bomber), O-49 (Vultee observation), etc.

As a starter to stimulate suggestions, the following formula has been offered as a sort of "trial balloon," it being admitted that some of the names might sound too ponderous or too repulsive:

- TRAINING**—Small, harmless birds: fledgling, etc.
- TRANSPORT**—Large animals: Elephants, etc.
- PURSUIT**—Poisonous snakes: Copperhead, etc.
- OBSERVATION**—Sharp-eyed birds: Hawk, etc.
- BOMBERS**—Large, heavy, powerful animals, ugly when aroused: Behemoth, Rhino, etc.
- ENGINES**—Some engines already having been named for stinging insects and high winds (Pratt & Whitney Wasp, Wright Cyclone, etc.), it is suggested more names of similar nature be added.

"Such names as Spitfire and Airacobra (renowned British and American pursuit planes) not only furnish a better description of airplanes and their purpose than designation by letters and numbers, but mean more to the public," an Air Corps spokesman told Aviation News Features.

"It might mean more to the American public to know that a squadron of Copperheads was passing overhead than to hear it said: 'Those are P-40's.'"



Let's Go! U.S.A.—Keep 'em Flying!