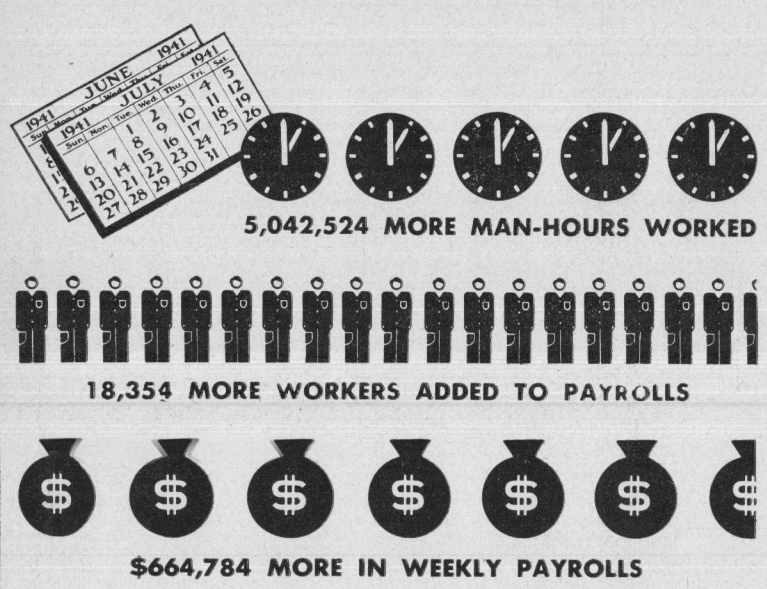


ONE MONTH'S GROWTH BY U. S. AIRPLANE BUILDERS



This tells the story of the July progress by American airplane manufacturers.

Source: AVIATION NEWS COMMITTEE, Aeronautical Chamber of Commerce of America

P.M. RELEASE SEPTEMBER 2 (See story in adjoining column)

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.

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AERONAUTICAL CHAMBER OF COMMERCE Aviation News Committee

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Even Painting Is Speeded Nowadays Conveyors Cut Time in Engine Factory

With the need for airplanes and engines growing daily, American manufacturers are developing ingenious methods of cutting production corners and increasing their output, the Aviation News Committee reported today.

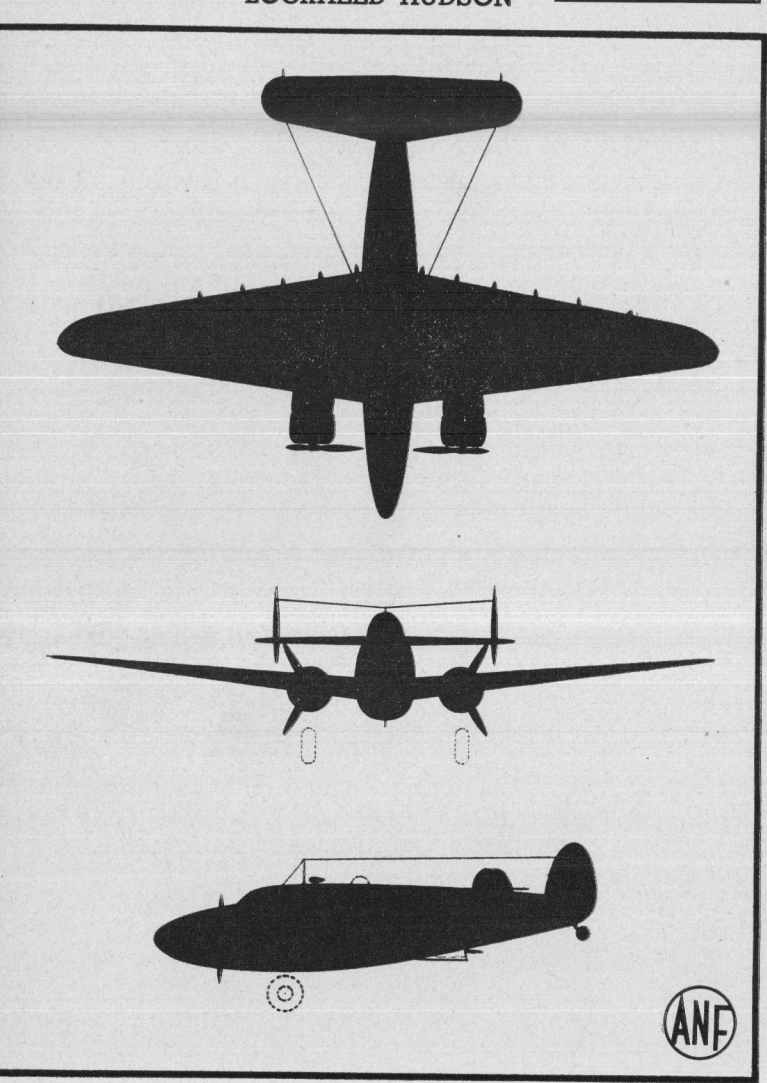
Elaborate and costly mechanism has been installed in the airplane engine plant of the Wright Aeronautical Corp. at Paterson, N. J., for the sole purpose of speeding up what was once a relatively simple job—the painting of cylinders and crankcases for the huge Whirlwind and Cyclone engines.

Two endless conveyor chains stretch for more than one-third of a mile—one for cylinders and the other for crankcase sections—so that painters are now able to remain at their stations while parts pass continuously in front of them, instead of having to walk up and down a long line of parts to apply each successive coating.

Let's Go! U.S.A.—Keep 'em Flying!

RELEASE SEPTEMBER 1

Know America's Planes



Meet the Lockheed Hudson, an outstanding example of the adaptability of American aircraft. The British needed bombers and needed them in a hurry. From the basic design of a commercial transport, Lockheed engineers created this versatile Commonwealth air force. A Hudson in flight can be identified by the machine gun turret just forward of the twin tail structure, by the windows along the sides of the fuselage and by the "trucks" for the Fowler flaps protruding from the trailing edges of the wings.

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Aviation News Features

Released by the Aviation News Committee, Aeronautical Chamber of Commerce of America

5,000,000 More Man-Hours Added to Plane Output

July Is Marked by Big Increases in Jobs and Payrolls

P.M. RELEASE SEPTEMBER 2

WASHINGTON, Sept. 2.—(ANF)—Productive effort of American airplane builders, engaged in an "all-out" effort for democracy's defense, was marked by an increase more than five million man-hours in July, the Aviation News Committee reported today.

The month witnessed equally impressive gains in employment, payrolls and floor space.

PLANE BUILDERS ONLY

The Committee's report was based on preliminary findings by the Aeronautical Chamber of Commerce of America which did not cover the entire aircraft industry but only airplane builders. Statistics from engine and propeller manufacturers will be included in the completed survey, returns from which are expected shortly.

Thus, figures from the preliminary survey represent only about 70 to 80 percent of industry totals in matters of man-hours, employment, payrolls and expanding floor space.

Man-hours worked by airplane builders during July totaled 39,979,462, as against 34,936,938 in June, an increase of 5,042,524. This increase is considered an important index to the growing production of military aircraft, particularly in view of the fact that the productive period during July was broken by the July 4th holiday.

EMPLOYMENT UP

During July 18,354 new employees went to work in airplane factories from coast to coast. The figures: August 1, 232,233 workers; July 1, 213,879 workers.

Weekly payrolls of airplane plants increased \$664,784 during the month, rising from \$7,851,984 on July 1 to \$8,516,768 on August 1. Productive floor space of airplane factories rose from 28,334,025 square feet on July 1 to 30,192,752 on August 1, an increase of 1,858,727 square feet.

Let's Go! U.S.A.—Keep 'em Flying!

New Nest for U. S. Fighting Airplanes

Huge Curtiss Factory at Buffalo Opened

BUFFALO, Sept. 00.—(ANF)—By mid-1942 hard-hitting combat planes will be rolling off the Curtiss-Wright production lines at the rate of 500 a month as the result of the recent opening of the corporation's new \$18,000,000 aircraft manufacturing plant here.

Located at the edge of the municipal airport, the new plant is described by the Aviation News Committee as one of a series of modern high-speed production units being rushed to completion by the aircraft industry throughout the land.

The Curtiss plant covers 1,500,000 square feet of work space, already in operation. Together with the older plant, located a few miles distant, it employs approximately 16,800 men and women. At peak capacity between 22,000 and 25,000 will be on the payrolls of the two factories.

Major Gen. George H. Brett, chief of the U. S. Army Air Corps, who spoke at the plant dedication, said: "In the period between May 15 and June 23 the product of Curtiss-Wright workmanship (Curtiss Tomahawk fighters, now in service with the British) probably destroyed eight more and damaging 25 others in combat in one sector of the widespread conflict."

Robert P. Patterson, undersecretary of war, who also attended the ceremonies, hailed the new plant as "inspiring testimony of our determination to let no foreign dictator tell us what and what not to say—testimony of our determination to see this thing through for the sake of the America that is and the America that is to be."

Let's Go! U.S.A.—Keep 'em Flying!

PLANE FACTS: 1000 Planes in Army Maneuvers

Approximately 1000 American-built planes and nearly 10,000 officers and enlisted men of the U. S. Army Air Corps will participate in the huge Army maneuvers to be held in Louisiana this month and in the Carolinas in November.

Let's Go! U.S.A.—Keep 'em Flying!

According to Secretary of War Henry L. Stimson, production of bombing airplanes has increased 17.8 per cent in three months.

Let's Go! U.S.A.—Keep 'em Flying!

More persons—353,478—traveled by air during June than in any month in American aviation history.

Let's Go! U.S.A.—Keep 'em Flying!

The U. S. Air Corps is increasing its training rate for technicians from 45,000 a year to 100,000 a year.

U. S.-BUILT WARPLANES IN ACTION ON ALL FRONTS!

A.M. RELEASE SEPTEMBER 2

These U. S. Planes Battle for Britain

These are military airplanes which the United States is sending in ever-increasing numbers to Great Britain and her allies. Some types are already in active service. Others are in production or have been ordered. Meanwhile, the American aircraft industry continues to produce record numbers of warplanes for our own Army and Navy.

British names for the American planes appear in boldface:

FIGHTERS

Aircobra
 This is the famous Bell pursuit ship with a cannon firing through the propeller hub. (American counterpart: the Army's P-39.)

Buffalo
 The speedy Brewster shipboard fighter which is on guard in many parts of the Empire, notably in Singapore. (American counterpart: the Navy's F2A-2.)

Mohawk
Tomahawk
Kittyhawk

Three Curtiss pursuits of the famous "Hawk" line, the newest of which is the Kittyhawk. Already, the Tomahawks have been credited with numerous victories over Axis planes. (American counterparts: the Army's P-36, P-40 and P-40D.)

Havoc
 This Douglas model DE-7A began life as a light twin-engine bomber, but because of its speed and striking power was converted into a nightfighter. (American counterpart: the Army's A-20A.)

Martlet
 The London magazine, "The Aeroplane," credits this Grumman shipboard fighter with being the fastest airplane in service with Britain's Fleet Air Arm. (American counterpart: the Navy's F4F-3.)

Lightning
 Britain has placed a big order for these twin-engine Lockheed interceptors which have tremendous speed, fire power and "ceiling." (American counterpart: the Army's P-38.)

Mustang
 Heralded as one of the world's fastest single-engine fighters, this new North American ship is now in production for the RAF. (American counterpart: the Army's P-51.)

Vanguard
 A large number of these fast Vultee pursuits have been produced for Great Britain. (No American counterpart.)

U. S. Fighting Planes Hit Twice as Hard

NEW YORK, Sept. 00.—(ANF)—Fire power on new models of American-made combat planes has been pushed to a point twice as deadly as that of some of the finer models now being produced abroad, Rear Admiral John H. Towers, chief of the Navy's bureau of aeronautics, has revealed.

He cited as an example the newest Grumman shipboard fighting plane—standard equipment for the U. S. Navy—which can fire, he declared, "two times as much lead into an enemy plane as the British Spitfire."

RELEASE SEPTEMBER 2

Weather Is "Made to Order" in Laboratory

Cold, Heat, Rain, or Fog Created to Test Instruments

This is the fifteenth of a series describing the constant and brilliant research being carried on by all branches of the aeronautical industry to speed production of warplanes for defense.

The old saying that no one does anything about the weather doesn't always hold true.

In the laboratories of the Sperry Gyroscope Co., for example, engineers do a great deal about it. They manufacture it, and quickly, too. Hot weather. Cold weather. Wet weather. Dry weather. Just name it and they can deliver it.

With new Army Air Corps and Navy bases under construction in Alaska and down near the Equator, and with American bombers and fighters flying in the cold air of the stratosphere, the company's aeronautical instruments must be able to function in all climates and temperatures.

And, as Robert Waring, Sperry materials engineer, described the situation to Aviation News Features: "At the amazing rate the aviation industry is delivering warplanes today, there isn't time for elaborate field trials in Hawaii and Newfoundland. We have to move the faraway places into our backyard."

Sperry's all-weather laboratory, located in Brooklyn, is a large room in which the temperature can be lowered to 40 degrees below zero Fahrenheit or raised to 150 degrees Fahrenheit. And if the test calls for salt water fog turning to a light rain, that can be arranged, too. Sunshine also is provided to complete the weather cycle which always is on call of Sperry engineers.

Valuable lessons already have been learned from the operation of the laboratory. Some greases harden to the consistency of paving asphalt at low temperatures while some synthetic rubbers be-

HEAVY BOMBERS

Fortress I
 Recent dispatches from England tell of these four-engine Boeing ships raiding Nazi objectives at heights of 30,000 feet, so high they could not be seen from the ground. (American counterpart: the Army's B-17 Flying Fortress series.)

Liberator
 Large numbers of these new four-engine Consolidated land-planes are being flown across the Atlantic. The RAF is using them for long-range reconnaissance as well as for bombing raids. (American counterpart: the Army's B-24.)

MEDIUM AND LIGHT BOMBERS

Boston
 "8A-5"
Digby

Three Douglas bombers. The Boston is the bomber-brother of the nightfighter Havoc. The 8A-5 is a single-engine attack bomber and Digby is a twin-engine medium bomber. (American counterparts: the Army's A-20A, A-17A, B-18A.)

Hudson
 More than 1000 of these famed Lockheed reconnaissance bombers have been built for Britain and many a Hudson has done yeoman work with the RAF's Coastal Command. (No American counterpart.)

Maryland
Baltimore

The first of these Martin bomber types has seen much service in the African campaigns. The new Baltimore, which has just gone into production, is said to be faster than many pursuit planes. (No American counterparts.)

Ventura
 Newest of American-built attack bombers is this Vega ship, which made its first flight the other day. The RAF has contracted for a large number. (No American counterpart.)

PATROL BOMBERS

Catalina
 A Consolidated Catalina located the Bismarck after the fleeing Nazi battleship had eluded the British Navy. The tremendous range of this twin-engine flying boat makes it ideal for patrolling Atlantic sea lanes. (American counterpart: the Navy's PBY-5.)

"N-3PB"
 Northrop produced a fleet of these single-engine patrol and torpedo ships for Norwegian forces serving with the British. N-3PBs were "in at the kill" of the Bismarck. (No American counterpart.)

DIVE BOMBERS

Bermuda
 The first dive bomber to be equally useful for dive bombing, scouting, long-range observation, smoke laying and photographic work. (American counterpart: the Navy's SB2U-1.)

Cleveland
 These Curtiss single-engine bi-planes (known as Helldivers) were among the first American aircraft to be turned over to the British. (American counterpart: the Navy's SBC-4.)

Chesapeake
 This Vought-Sikorsky plane is especially useful for dive bombing, scouting, long-range observation, smoke laying and photographic work. (American counterpart: the Navy's SB2U-1.)

Vengeance
 Designed specifically for the British, this Vultee dive bomber, which has just gone into production, incorporates all the lessons learned in actual warfare and is far superior to any Nazi stuka. (No American counterpart.)

TRAINERS

Crane
 Specially designed to train pilots in the operation of multi-engine aircraft, these twin-motor Cessna monoplanes are being delivered to Canada in large numbers. (American counterpart: the Army's AT-8.)

Harvard I & II
Yale

Thousands of RAF pilots have learned to fly in these sturdy North American basic and advanced trainers, which were among the earliest American ships to go to Britain. (American counterparts: the Army's AT-6A and BT-14.)

Power for all these ships is furnished by American-built Jacobs, Wright and Pratt & Whitney air-cooled and Allison liquid-cooled engines. ("The 8A-5 and N-3PB have no RAF names.")

Sub-Contracting Speeds Work on U. S. Bombers

Here's an example of the widespread sub-contracting program of the American aircraft industry to speed production. The Glenn L. Martin Co. has signed contracts whereby the company will build 40 per cent of each B-26 bomber, and sub-contractors will manufacture 60 per cent. The B-26 is the newest medium bomber of the U. S. Air Forces.

Let's Go! U.S.A.—Keep 'em Flying!

American Aircraft Prove Superiority, RAF Reports

British Pilots Find Pursuits and Bombers Outfight and Outfly Axis Ships; London Dispatches Laud Speed and Maneuverability

A.M. RELEASE SEPTEMBER 2

WASHINGTON, Sept. 2.—(ANF)—Actual combats on the warfronts of World War II—the North Atlantic, England, Europe and Africa—are daily proving the superiority of military aircraft produced in the factories of the United States.

This is the story told by dispatches received from London today by the Aviation News Committee of the Aeronautical Chamber of Commerce, which reported that pilots of the Royal Air Force were high in their praise of the speed, range, maneuverability and striking power of the Great Britain under the Lend-Lease Law.

Typical of British reaction to the American planes was this headline from the London press: "American Planes Fly on All RAF Fronts; 'Superior to Nazi Ships' Say Pilots."

The unprecedented success on the European warfronts of the fighters, bombers and trainers from the United States has a vital bearing on America's own aerial armament program. For virtually all the planes have counterparts being produced in tremendous numbers for U. S. Army and Navy air forces, and the lessons learned in the crucible of war are being applied to design and production of these aircraft intended for western hemisphere defense.

THE "FORTRESS" RAIDS

Recent exploits of Boeing Flying Fortress bombers in high-altitude raids on Nazi naval bases, described as being "virtually beyond the range of sight or hearing of the Nazis, who only knew of the attack when bombs screamed down on them from an apparently clear sky," centered worldwide attention on American aircraft.

Here are excerpts from London dispatches to Aviation News Features describing the work of other U.S.-built aircraft:

"The Curtiss P-40—known to the British as the Tomahawk—is one of the fastest and most versatile fighter planes now in operational use. The mounting toll of Axis planes which have tangled with Tomahawks in the Middle East (they were credited with the destruction of 25 enemy ships in one month) attests to its superiority over the Axis craft.

"American planes made their RAF debut in the Coastal Command, where reconnaissance patrols composed of Lockheed Hudson bombers proved very effective.

PRaise FOR "CATS"

"Recently these Hudsons have been supplemented by a growing fleet of Consolidated PBY-5 flying boats, called Catalinas. The 'Cats' are perhaps the most popular of the RAF flying boats. . . They frequently patrol for three days at a stretch without landing, and serve as patrol ships and convoy escorts. It was one of these ships which first spotted the German battleship Bismarck. . .

"Newest recruits to the Coastal Command fleet are the squadron of Northrop (N-3PB) seaplanes recently commissioned by the Norwegian Air Force fighting with the RAF. These planes are being used for anti-submarine convoy duty off the British Coast. . . (An N-3PB reportedly took part in the aerial torpedoing of the Bismarck.)

MARYLANDS AND HAVOCS

"In the Middle East. . . RAF fliers report they are deeply impressed with the performance of the Glenn Martin Maryland bomber, which is being used by the 'International Squadron' composed of American, British Empire, Free French and Rhodesian fliers. . .

"In the recently opened Battle of Germany, middle-distance American Havoc bombers (also used as nightfighters) have played an important role. These night-flying Douglas planes have been carrying loads of Britain's super-bombs on almost nightly attacks on Berlin, Kiel and other important German objectives. They have great speed and maneuverability and few of them have been lost."

MANY OTHER TYPES

Military censorship restricts comment on the appearance of other American-built ships on the European scene. However, it is known here that additional U. S. models are arriving in ever-in-

creasing numbers and reports of their exploits are being awaited. "They include the four-engine Consolidated Liberator bomber, the Douglas Boston light bomber and such fighters as the Bell Aircobra, new Curtiss Kittyhawk, Vultee Vanguard, Brewster Buffalo and Grumman Martlet.

And the British are reported to be eagerly awaiting such newly-perfected aircraft as the Brewster Bermuda and Vultee Vengeance dive bombers, the Martin Baltimore and Vega Ventura medium bombers, and the Lockheed Lightning and North American Mustang fighters.

British and Canadian air forces have long used American-built trainers of the North American Harvard series and have lately been receiving deliveries of Cessna twin-engine trainers known as Cranes.

Let's Go! U.S.A.—Keep 'em Flying!

Trainer Building Shifts to Texas

California Plant Turns Out Final AT-6A

LOS ANGELES, Sept. 00.—(ANF)—Nationwide character of the aircraft industry was demonstrated here recently when production of a famous training airplane was shifted from California to Texas.

The ship is the North American AT-6A, standard advanced trainer of the U. S. Air Corps, the last of a large order which was completed just 366 days after the contract was signed. As the final California-built AT-6A took off from North American's plant at Inglewood, near Los Angeles, for the Army flying school at Selma, Ala., the company announced the AT-6As and a U. S. Navy version, the SNJ-3, would henceforth be built exclusively at the new North American "blackout" plant near Dallas, Texas.

The Inglewood plant will continue to build Harvard trainers for the British. When this order is concluded in the fall, the California factory will be engaged exclusively in production of B-25 twin-engine medium bombers for the U. S. Air Forces and Mustang and P-51 single-seat fighters for the RAF and the United States.

Let's Go! U.S.A.—Keep 'em Flying!

GOOD NEIGHBORS

Pilots from the armies of eight Latin American republics are undergoing a refresher course at the U. S. Army Air Corps Flying School at Randolph Field, Tex.

a note to Editors . . .

WAR—The relentless laboratory of actual warfare daily is providing fresh evidence of the superiority of American-built warplanes. This week ANF brings you dispatches from the warfronts of Europe and Africa, describing the exploits of these aircraft. See Cols. 7 and 8. Your attention is also directed to the accompanying roster of U. S. planes for Britain. Cols. 4, 5 and 6.

WEATHER—Instruments on American airplanes must function perfectly in the bitter cold of the stratosphere and the boiling heat of the tropics. And so they are tested in a laboratory where the weather is "made to order." See Cols. 4, 5 and 6.