

Ferrying Command Speeds Delivery of U. S. Bombers to Great Britain



Aviation News Features



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

A.M. RELEASE NOVEMBER 30

AMERICA'S AIRCRAFT INDUSTRY "KEEPS 'EM FLYING"!

Douglas A-20 Light Bombers

Republic P-43 Pursuits

North American B-25 Medium Bombers

Cessna Crane Advanced Trainers

Beechcraft C-45 Personnel Transports

Consolidated Liberator Heavy Bombers

Boeing B-17 Heavy Bombers

Ryan PT-21 Primary Trainers

Lockheed P-38 Interceptors

Martin B-26 Medium Bombers

Vultee BT-13 Basic Trainers

Curtiss P-40 Pursuits

Army pilot prepares to take off in Bell P-39 Pursuit

Army Launches Nationwide "Keep 'em Flying" Campaign for Airplane Pilots, Crews

Rising Aircraft Output Emphasizes Drive for 300,000 Men

A.M. RELEASE NOVEMBER 30

WASHINGTON, Nov. 30.—(ANF)—The Army tomorrow begins recruitment of nearly 300,000 flight crew members and candidates for flying officers' commissions to "Keep 'em Flying"—to man and service the thousands of fast, hard-hitting warplanes being turned out by the American aircraft industry.

The recruiting starts less than a week after the U. S. Army Air Forces, aided by the aircraft manufacturing industry, inaugurated a nationwide program of "Keep 'em Flying" activities designed to acquaint the public with the progress of aerial rearmament and to stimulate further interest in the air services.

25,000 A MONTH

Col. H. N. Gilbert, who coined the "Keep 'em Flying" slogan and who heads up all recruiting under the Adjutant General of the United States, reported to the Aviation News Committee on the eve of the recruiting campaign that:

1.—A total of 170,000 flight crew members will be sought, about 25,000 each month henceforth until July 1, 1942. These flight crew members are the backbone of the Air Forces, the men who keep the warplanes in tiptop shape day and night.

"Any pilot will admit that he is only as good as a fighter as the men who maintain and service his plane," Col. Gilbert declared.

2.—About 120,000 applicants for flying officers' commissions as bombardiers, navigators and pilots—"the Three Musketeers" of the Army Air Forces"—are needed before July 1, 1942.

TOTAL OF 400,000

The Air Forces now number about 190,000 enlisted men and 30,000 flying officers and cadets in training—a total of approximately 220,000. Addition of the 170,000 flight crew members and the 15,000 flying officers (to be produced out of the 120,000 applicants) will bring the total strength of the Air Forces to more than 400,000 men.

Secretary of War Henry L. Stimson recently indicated that the presently-planned ultimate strength of the Air Forces is between 400,000 and 500,000 men. The present recruiting drive, if successful, will put the Air Forces over the top of the War Secretary's goal.

CHOICE OF COURSES

A choice of 19 courses, ranging from 8 to 26 weeks in length, will be offered flight crew applicants, who are required only to pass a single examination for entrance. No formal education requirements are imposed. The courses are designed to produce airplane mechanics, machinists, welders, metal workers, parachute riggers, weather observers, electricians, instrument technicians, radio operators and mechanics, bombsight maintenance men, and experts in other fields.

The flight training courses, lasting 30 weeks, turn out flying officers who are commissioned as second lieutenants. Other flight training courses, recently instituted, have made it possible for applicants with high school educations (as contrasted with the two years of college previously required) to become pilots with rank of staff, technical or master sergeant.

Let's Go! U.S.A.—Keep 'em Flying!

BIGGER THAN WINGS

Tail stabilizers on the new Martin Mars—world's largest flying boat—are 40 feet wide, larger than the wing span of a pursuit plane.

Air Corps Unit Proves Worth in 6 Months of Operation

A.M. RELEASE NOVEMBER 30

LOS ANGELES, Nov. 30.—(ANF)—Manned by the men of the Ferrying Command, bombers for Britain roar away each day from the West Coast Ferry Pool at Long Beach, signaling the successful operations of the youngest unit of Uncle Sam's Army Air Forces.

Simultaneously, at bomber factories in the East, the same scenes are enacted as the American aircraft industry steps up its production of warplanes for Democracy's defense.

Created six months ago as a part of the Army Air Corps—that division of the Air Forces which also handles all matters of personnel training and aircraft procurement—the Ferrying Command's primary purpose is to deliver warplanes to the men who will ferry them across the Atlantic, thus relieving these commercial flyers for the transoceanic ferry job.

HUNDREDS DELIVERED

How well the Ferrying Command is carrying out its assignment is illustrated by the fact that hundreds of bombers—the exact number is a military secret—have been handled in the first six months of operation.

And the growing importance of this work is emphasized by the announcement of Col. John H. Jouett, president of the Aeronautical Chamber of Commerce, to the Aviation News Committee that aircraft production—much of it destined for Britain—has tripled within a year and is continuing to rise at a record rate.

HEADED BY COL. OLDS

Established on June 5, 1941, by order of Secretary of War Henry L. Stimson, the Ferrying Command is headed by Col. Robert Olds, who led the famous mass flights of American bombers to South America.

Operations of the Ferrying Command are confined to the continental United States, with the exception that it does fly as far as Montreal and, in some cases, Newfoundland. At these points, and at Miami, Fla., the bombers are taken over by civilian contract organizations, whose pilots ferry the ships over water to their destinations. The civilian groups are ATFFERO in Canada and Pan American Airways in Florida.

NEW BASES

From new Ferrying Command bases now building at Houlton and Presque Isle, Me., Col. Olds' Army flyers will hop direct to Newfoundland, from whence the bombers take off across the Atlantic with ATFFERO pilots.

The immensity of organizing and operating the Ferrying Command is illustrated by the fact that it includes training of pilots and crews, construction of all facilities necessary at Command stations, formulation of flight plans and time tables, installation of instruments and servicing of aircraft.

Of great importance to the nation's aerial defense program is the training of junior officers of the Air Forces in flying two- and four-engine aircraft. Just 18 days after establishment of the Ferrying Command, training of five-man crews—pilot, co-pilot, navigator, flight engineer and radio operator—was started. Two schools are now turning out about 100 qualified long-range pilots a month.

HIGHLY MOBILE

The Ferrying Command is a highly mobile and flexible organization, capable of moving on new duties as the need arises. One of its innovations was the idea of having its mechanics make last-minute installations, ordinarily made at factories, thus expediting deliveries.

Because most of the bomber factories are located on the Pacific slope, the West Coast Ferry Pool near Los Angeles is a scene of constant activity.

Into the big airport pour the warplanes so desperately needed by the British. In record time—sometimes within an hour—they are serviced, the crews are aboard and the ships are headed eastward. Flight plans vary, but there are two main routes. Planes on the northern route are checked at Wayne County Airport, near Detroit, where the Command has an intermediate service stop. Dallas, Tex., and Nashville, Tenn., fill similar functions on the southern route.

Let's Go! U.S.A.—Keep 'em Flying!

EXPANSION

LOS ANGELES, Dec. 00.—(ANF)—An example of the magnitude of the American aircraft industry's expansion program.

On November 22, 1940, the Aviation News Committee announced the results of a survey which indicated that by 1942 the leading airplane, engine and propeller manufacturers of the nation would have a total working space of 33,370,822 square feet.

Less than a year later, on Sept. 1, 1941, another survey disclosed that airplane, engine and propeller manufacturers had completed 44,171,183 square feet of working space, were running work on an additional 10,000,000 square feet!

Mass flight deliveries of warplanes for Democracy's defense... this is the answer of the American aircraft industry to the call to "Keep 'em Flying!" Each day, from coast to coast, they roll off factory assembly lines and take to the air in ever-growing numbers—the fighters and bombers, trainers and transports you see here, and other high performance American aircraft—Grumman and Vought-Sikorsky fighters, Brewster

diver bombers, Northrop patrol bombers, Fairchild and Waco trainers, Aerona, Taylorcraft and Piper light liaison ships. To recruit men to fly and service these warplanes—designed not only for our own fighting forces but for delivery by the Air Corps Ferrying Command to the men who pilot American bombers across the Atlantic to Britain—the Army tomorrow launches its nationwide "Keep 'em Flying" campaign

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

Army Builds Portable Steel Landing Field

A portable metal landing field for American warplanes was installed recently by U. S. Army engineers at Camden, S. C. Perforated steel strips one-eighth of an inch thick, 16 inches wide and 10 feet long were laid and locked together on a sandy meadow, forming a runway 150 feet wide and 3000 feet long.

BLIMPS FOR THE NAVY

Six non-rigid airships, each 246 feet in length and equipped with torpedoes, depth charges and machine guns, have been ordered by the U. S. Navy from the Goodyear Tire and Rubber Co.

Let's Go! U.S.A.—Keep 'em Flying!
Funds for 104 new American airports are included in a Congressional appropriation for the U. S. Department of Commerce.

Plane Makers Triple Output in a Year

By COL. JOHN H. JOUETT
President, Aeronautical Chamber of Commerce of America

RELEASE NOVEMBER 30

WASHINGTON, Nov. 30.—(ANF)—Under the guidance and leadership of the Office of Production Management as "the biggest job any industry ever tackled in any country." The quality of American aircraft stands out in performance comparisons with German planes. Hitler has nothing which can approach the superb performance of such high-altitude bombers as the Boeing Flying Fortress or the Consolidated B-24. Great numbers of German fighters have come crashing down out of the skies under slashing impact of American-built planes, such as the Bell Airacobra and the Curtiss Tomahawk. German-held bases have reeled under the slugging attacks of medium and light bombers fashioned by Martin, Lockheed and Douglas.

These sleek, deadly American sky-fighters have already seen action on nearly every front in the present old-world conflict. They have performed notable service in Africa. They have literally worked wonders over the waters adjacent to the British Isles and over the convoy routes. They have been in the Balkans and on the Mediterranean fronts and they played their part in saving the hard-pressed British forces at Dunkirk.

American aircraft builders have on hand orders totaling approximately six billion dollars. During the first half of the current year our deliveries amounted to \$617,345,068 as compared with \$354,400,000 for the entire year of 1940.

Manpower to "Keep 'em Flying"—men to pilot and service our airplanes—is the great need of the U. S. Army Air Forces. It is the objective of the "Keep 'em Flying" campaign which starts tomorrow. The aircraft industry is joining other groups in all-out cooperation with the Army in this campaign.

Activity of the Army Air Forces, during the campaign and subsequently, will give the American people an opportunity to witness the amazing progress of aerial armament in the United States in the last year.

It is now apparent that my prediction last spring that 1941 would see 18,000 airplanes roll from the American plants is being fulfilled. This striking accomplishment is in great part due to the coordinated work and planning of the Army Air Forces.

The rate of delivery for the final half of the year will show an even greater acceleration—probably reaching a peak about mid-1942.

A factor to be considered in evaluating our annual output is the constantly increasing size of the warplanes now being built. More and more large bombers and other heavy-type planes are coming off the production lines; the proportion of light training planes decreases as the output grows.

Using this weight factor as an index, America's plane production for 1942 and 1943 will undoubtedly rise to three or four times what it is at present.

Let's Go! U.S.A.—Keep 'em Flying!

FOR NIGHT WORK

America's aircraft industry is taking full advantage of "around the clock" production. At the California plant of Lockheed Aircraft Corp., a portable fluorescent light, encased in a tube of transparent lucite, is utilized in night work on Lightning (P-38) interceptor pursuit planes.

Let's Go! U.S.A.—Keep 'em Flying!

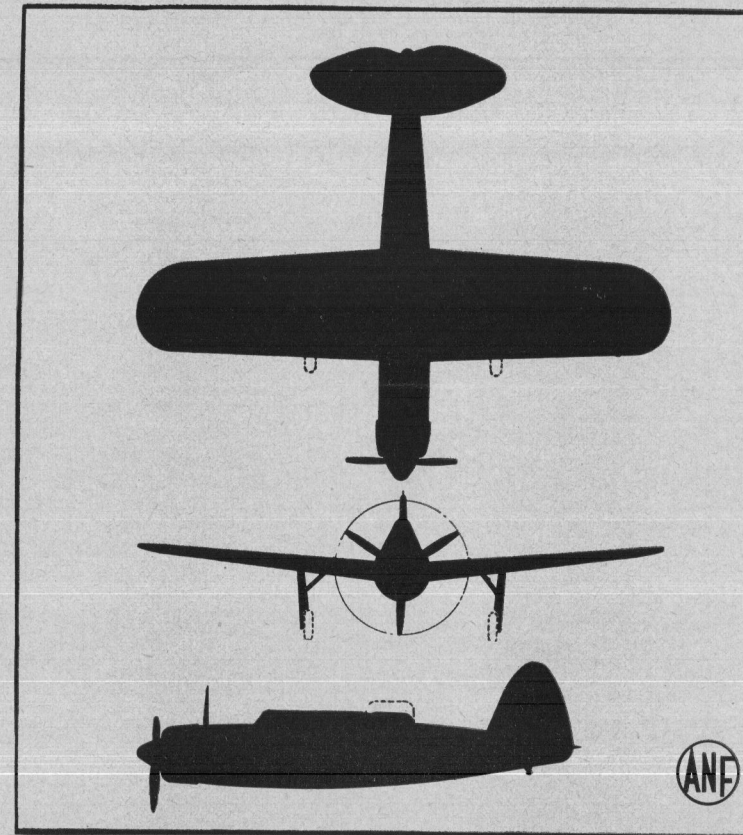
IT PAYS TO FLY!

Flying the world's most dependable transport planes, airlines of the United States in the first eight months of 1941 logged a 30.46 per cent increase in revenue passenger miles over the same period in 1940.

RELEASE DECEMBER 1

Know America's Planes

BREWSTER SB2A



A new and formidable contribution to the navies of the United States and Great Britain from America's aircraft industry is this Brewster dive bomber, dubbed the Buccaneer by the U. S. and Bermuda by Britain. Note the power-operated gun turret, first on a two-place fighting plane.

Aviation News Features

Vol. 5, No. 2 November 30, 1941

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