

a note to Editors...

AIR EXPLOITS—Accomplishments of American aircraft in the war (illustrated in Cols. 3, 4, 5 and 6) should interest your readers. See story in Cols. 7 & 8.

PRODUCTION—The aircraft industry knows how to solve problems to speed production, says a House Committee on Aviation. See Cols. 1 & 2.

RESEARCH—Speeds upwards of 400 miles per hour are now requisites for military planes. See annual report of National Advisory Committee for Aeronautics, Col. 7.

EDITORS:

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AERONAUTICAL CHAMBER OF COMMERCE Aviation News Committee

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Production Problems Solved by Industry, Congress Group Finds

Aviation Committee Approves Methods Used by Aircraft Firms to Increase Output

WASHINGTON, Feb. 16.—(ANF)—“The best information available... indicates the production schedules, tough as they are, for this year and next will be met and fulfilled by American ingenuity and industry.”

Thus the special committee on aviation of the House Military Affairs Committee assured the American people that the aircraft industry is capable of producing the necessary warplanes for the United States and her allies.

After making a complete study of the aircraft industry, the committee, headed by Dow W. Harter of Ohio, found that “aircraft manufacturers have been made up of forward-looking business men who have had tremendous problems confronting them during the last several years, but who have surmounted most obstacles and are performing a most important and patriotic service to their country.”

Specialized methods of training skilled workers, installation of mass production methods and efficient shop practices of the aircraft industry are cited by the Harter committee as means used to solve the tremendous problem posed by greatly enlarged plane quotas.

The committee outlined development of various types of aircraft and the general practice of making changes to meet new conditions, so that later models of specific types often are almost entirely different airplanes.

“Production, once stabilization was obtained,” the report says, “has startlingly increased. For example, in November, 1941, delivery of tactical airplanes to the Army Air Force was twice that in July. In December, it was greatly increased.”

“In connection with the standardization and freezing of design, a most significant accomplishment has been made with the whole-hearted cooperation of industry. In May, 1940, an agreement was entered into under which one of the leading aircraft manufacturers was to build the type of plane designed by its former competitor. Since that time, the pooling of design and construction of another company's plane has extended through our four-engine bomber type into the pursuit plane type.”

The committee cited exploits of American aircraft as a means of proving their superiority over aircraft produced by enemy forces. Conclusions reached in the report set forth that American planes now in production are the equal of those in production elsewhere, and that in certain categories, “particularly heavy bombers, we unquestionably lead the world.”

“The battle for control of the air is fought on many fronts,” the committee reported, “not the least among which are the aeronautical research laboratories, the drawing boards of engineers and the plants of aircraft manufacturers.”

Let's Go! U.S.A.—Keep 'em Flying!

ARMY DIRECT

One of the most important assignments the CAP may get is maintenance, under Army direction, of a night and day shore patrol, relieving long-range military planes for distant scouting and combat work.

PLANE FACTS: Army Tests New Gliders

Plans to move contingents of infantrymen by motorless aircraft are being worked out by Army Air Forces after recent delivery of massive transport gliders about the size of the Douglas DC-3 transport.

Capable of carrying troops in full fighting equipment, the gliders, now being tested at Wright Field, O., have a wing span of more than 80 feet. A single bomber could tow several gliders.

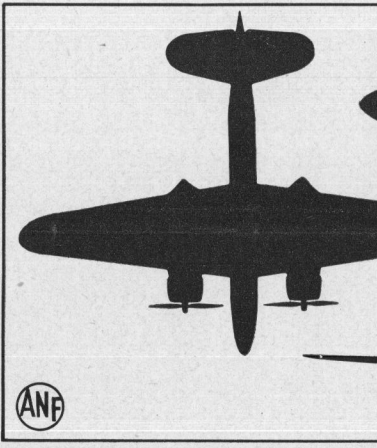
During Air Corps tests of motorless ships, even larger gliders are being developed by aircraft manufacturers, who are cooperating with Army Air Forces in producing the air troop carriers.

Let's Go! U.S.A.—Keep 'em Flying! A new seaplane trainer, designated ST3-S, has been developed by Ryan Aeronautical Co. Ryan officials said the craft differs from the Air Corps' latest Ryan PT-22 trainers only in substitution of twin floats for the conventional land plane landing gear. The seaplane is 22 feet 5 inches long and has a wing span of 20 feet 1 inch.

Let's Go! U.S.A.—Keep 'em Flying!

A new world record for load lift was established by the Douglas B-19—world's largest airplane—when the mighty super-bomber took off from a West Coast field under a gross weight of 140,000 pounds.

Let's Go! U.S.A.—Keep 'em Flying!



The Glenn L. Martin Baltimore, of mid-wing, deep-waisted design, is a versatile ship capable of long-range reconnaissance and even battle fighting, as well as its primary use as a medium bomber. The Baltimore is also designated as the Martin 187. Powered by two Wright engines, the ship carries both offensive and defensive firepower. Note the slender fuselage and the tapered wings. The nose of the ship is all-plastic for wider visibility.

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Aviation News Features

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

U. S. WARPLANES DEAL SMASHING BLOWS AT AXIS FORCES

RELEASE FEBRUARY 16

America's Planes Cover the World's Battle Fronts



These are American warplanes which have left a trail of spectacular exploits along the world's many battle fronts. Libya, England, Russia, Rangoon, China, the Burma Road, the Philippines, the Dutch East Indies—in these areas the real weight of American plane production is evident through reports of successful air assaults upon the enemy. These photographs, assembled by the Aviation News Committee, show: At the left—how one Boeing Flying Fortress looks from the nose of another. At the right, above—the Brewster Buffalo prepares for action. At the right, below—the Curtiss Kittyhawk roars across the sky seeking out enemy formations.

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Here Are Trainers Of Army and Navy Pilots Learn Flying In These Ships

Designed to equip American pilots with flying knowledge which will carry them through all types of war conditions, training planes of top efficiency are now in use by both Army and Navy Air Forces.

Designation of the type of planes in service at specific training centers is now restricted information. However, for the guidance of the public, the Aviation News Committee has compiled the following roster of training planes in service:

PRIMARY Fairchild PT-19A (Army); Ryan PT-16-20-22 (Army); Ryan PT-21 (Army), NR-1 (Navy); Spartan NP (Navy); Stearman PT-43-17-18 (Army), N2S (Navy).

BASIC Vultee BT-13-15 (Army). ADVANCED (Single-Engine) Curtiss SNC (Navy); North American AT-6 (Army); SNJ-3 (Navy).

ADVANCED (Two-Engine) Beech AT-7 (Army), JRB-1 (Navy); Beech AT-10-11 (Army); Cessna AT-8-17 (Army); Curtiss AT-9 (Army).

Let's Go! U.S.A.—Keep 'em Flying! AIRCRAFT PAYROLLS Of 423,920 wage earners in California last December, 127,829 were employed in the aircraft industry, according to figures just released by the California Department of Industrial Relations. Average weekly earnings of aircraft workers were \$41.64, compared with a total manufacturing industry average of \$39.44. The wage figure represented a gain of 25.3 per cent over December, 1940.

Aircraftmen Buy Defense Bonds Through Allotments from Checks

Millions of Dollars from Aircraft Plant Payrolls Turned into Voluntary Deduction Plan

Thousands of America's aircraftmen are helping to buy as well as build warplanes for the nation's defense. Reports compiled by the Aviation News Committee show

nearly every manufacturing plant of the aircraft industry has in operation a voluntary salary allotment plan for the purchase of U. S. Defense Bonds.

Through these plans, aircraft workers of the nation will buy many millions of dollars worth of bonds this year, even more next year. Deduction authorizations by individual employes and the number of employes using the plan to buy bonds are both increasing rapidly.

The Treasury Department, which is compiling statistics on Defense Bonds purchased by America's defense army, reported to the Aviation News Committee that preliminary studies indicate the aircraft industry will lead all others. Examples of the effectiveness of the plan include:

North American Aviation, Inc.—\$89,829.63 in bonds each month for yearly total of \$1,077,955.56—a maturity value of \$1,447,274 (Inglewood and Dallas plants). Kansas City plant has 93 per cent of employes buying bonds. Vultee Aircraft, Inc.—Employes now buying at the rate of \$250,000 annually.

Douglas Aircraft Co., Inc.—Authorizations jumped from \$53,500 in December to \$70,000 in January; yearly total expected to go to well beyond \$1,000,000. Consolidated Aircraft Corp.—Allotment plan launched this month, high percentage of employes to take part. Bond sales were stimulated consistently by plant radio program.

Northrop Aircraft, Inc.—Three weeks after the plan was started the total reached \$3000 weekly and was almost doubling each week.

Lockheed Aircraft Corp.—With cooperation of both Lockheed and Vega Recreation Clubs, was selling more than \$100,000 in bonds each month before installation of wage allotment plans. The allotment plans were being launched this month.

Boeing Aircraft Co.—With bond sales already over \$200,000, allotment authorizations soared to \$80,000 monthly in January from \$27,000 in December. Year's total expected to pass \$1,000,000.

Ryan Aeronautical Co.—A special edition of the Ryan Flying Reporter was published to launch a payroll allotment plan. The material included a card simplifying procedure to start deductions.

Bendix Aviation Corp.—Bond sales in all plants. Year's total will exceed \$1,000,000.

Cessna Aircraft Co.—Defense bonds being purchased at rate of \$20,000 a week.

Sperry Gyroscope Co.—Payroll deduction system installed after general manager and company newspaper appealed for employe bond purchases. Immediate response extremely gratifying.

Fleetwings, Inc.—Payroll deduction plan in force, 80 per cent of employes subscribed.

Republic Aviation Corp.—Payroll deduction plan in force since October. War declaration caused 400

Aircraftmen Know Need for Secrecy Campaign for Silent Service Launched

Importance of secrecy in the work they are doing on the nation's production lines is recognized by aircraft workers throughout the country.

Posters, daily bulletins, radio broadcasts, publications—all are playing a part in the program to keep information of the production lines from passing beyond the closely guarded boundaries of each plant.

Within 24 hours after war was declared, every aircraft employe had been cautioned through one of the educational media of the manufacturer regarding dangers of passing information through careless talk.

Since that time, steady campaigns have been growing rapidly. Where bulletins and regular reminders had been sole means of conducting the campaign, the manufacturers are now getting into more extensive programs including advertisements in factory publications, broadcasts to employes, public address systems and banner-size posters.

Let's Go! U.S.A.—Keep 'em Flying!

FLYING OFFICE

BURBANK, Calif., Feb. 00.—(ANF)—Versatility of aircraft is graphically illustrated by a new flying office recently delivered to Brazil. Built on order of the Brazilian Minister of Aeronautics with permission of the United States government, the ship is a Lockheed Lodestar, equipped with office desk, swivel chair, davenport and other office furniture. It will be used by President Vargas and his staff to conduct business while flying across Brazil.

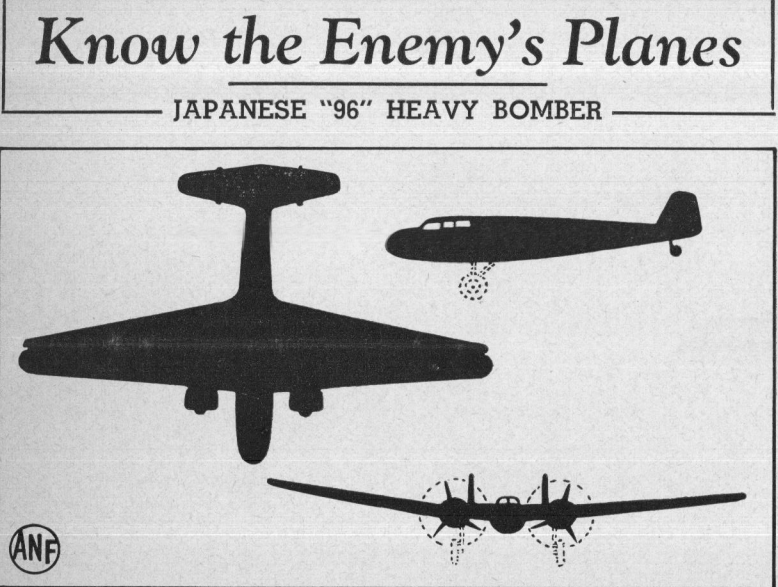
Let's Go! U.S.A.—Keep 'em Flying!

AEROQUIZ Nacelle Helps Cut Resistance

What is a nacelle? A—An enclosure fastened to the wing to reduce resistance of an object larger than the normal wing thickness; usually the power plant. What is a Link Trainer? A—Used by many flight training schools, the Link Trainer consists of a mechanical device comprising foreshortened wings and fuselage mounted on a turntable operated pneumatically. Without leaving the ground, the Link Trainer accurately simulates flight conditions for student pilots. Some Link Trainers are equipped with blind flying instruments and a two-way radio to provide further flight practice for students.

Let's Go! U.S.A.—Keep 'em Flying!

JAPANESE "96" HEAVY BOMBER



This fourth in the Aviation News Committee's series of illustrations of enemy aircraft shows the Japanese "96" heavy bomber. Similar in line and detail to the Junkers Ju 86, the craft has landing gear which is retractable into engine nacelle, leaving lower half of the wheels protruding. The bomber is used by both the Japanese Army and Navy. Note the swept-back tapered wings and the twin tail structure.

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Exploits Prove Quality of American Planes in Combat

America's Ability to Produce Finest Warcraft Is Shown by U. S. Aircraft Industry and Air Services of Army and Navy

P.M. RELEASE FEBRUARY 16

By Aviation News Features Graphic evidence of the smashing blows dealt to enemy sea and air units by U. S. military aircraft is given in combined government and news reports compiled by the Aviation News Committee of the Aeronautical Chamber of Commerce.

What They Say About Aircraft Production---

● Flying Fortresses sank eight, possibly 10 ships in one day's operations in Macassar Straits.

● Twelve Curtiss Tomahawks in Libya engaged a mixed German and Italian force of more than 60 planes and destroyed 36 planes in combat.

● Four Tomahawks engaged 30 Messerschmitt 109s, shot down 20 while losing two of the Tomahawks.

● Using planes of the Tomahawk and Kittyhawk type, airmen of the American Volunteer Group of Rangoon shot down approximately 100 Japanese planes in the past few weeks, with a loss ratio of about 1 to 10.

● Flying Fortresses in the Philippine area destroyed 13 enemy planes, two fighters, two transports, one tanker and damaged one battleship, one cruiser, one transport and one tanker—on only six individual assignments.

● Capt. Colin P. Kelly, Jr., using a Flying Fortress, sank the 29,000-ton Haruna-type vessel before losing his life in the attack.

● Twenty-three Brewster Buffaloes and P-40-type planes of the AVG took on two large Japanese forces 130 miles from Rangoon, destroying three Japanese bombers and nine fighters, with possible destruction of two more bombers and 10 more fighters—suffering loss of two Buffaloes and one P-40.

● Four Tomahawks on the Russian front accounted for destruction of eight Messerschmitts and routing of the remainder of a raiding force in January.

● New daily reports from Macassar Straits, Rangoon, Burma Road, Philippines, Dutch East Indies, Libya, Russia and England are giving added evidence of fine performance turned out by American pilots and planes.

Exploits of U. S. Army and Navy pilots against Japanese planes, submarines and surface fighters, which began on the fateful Sunday morning at Pearl Harbor, when 20 Japanese planes were shot down by single-seat Curtiss-Wright pursuit planes, are being repeated with gratifying consistency.

Powered by Pratt & Whitney, Curtiss-Wright and Allison engines, large numbers of these American planes were reported reaching Far Eastern battle fronts as the conflict entered its third month. As these planes reached the scenes of fighting, even more far-reaching air successes were expected in the near future.

Meanwhile, the chief of the Army Air Forces and the Office of Facts and Figures disclosed information giving added impetus to this proof that performance and production of American planes cannot be surpassed anywhere in the world.

These combat performances were cited by officers appearing before a House Appropriations Committee on the new \$9,000,000,000 thirty-three thousand plane procurement bill.

The O.P.F. report states that the stellar record of U. S. aircraft has been all the more remarkable because it has been accomplished, not with specially-built power units, but with engines already in mass production. This is significant because it is known that engines of far greater horsepower are already being developed.

This report bows to a Yankee invention—the turbo-supercharger—as enabling United States aircraft to fly at the high altitudes necessary for effective bombing action—that is, from 30,000 to 40,000 feet. American bomber types now in production are superior to those built—and still better models are on the way, the report declared.

Let's Go! U.S.A.—Keep 'em Flying!

Civilian Flying Resumed Under New Regulations

WASHINGTON, Feb. 16.—(ANF)—Because "every pilot and every plane in the nation is an asset in the total war effort," many pre-war activities of U. S. civilian pilots have been resumed under a system of controls set up by the Civil Aeronautics Board.

Applying the basic principle of "Keep 'em Flying," the CAB established a system of controls which will operate through a registrar and a clearance officer at each airport. Special guards are required to prevent sabotage to civilian planes.

Let's Go! U.S.A.—Keep 'em Flying!

