



Aviation News Features



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

A STATEMENT OF PRINCIPLES

The American aircraft industry, still under the guidance of those who gave man wings, and backed by countless thousands of loyal men and women along production lines across the nation, makes this solemn statement of principles:

To our fellow Americans, and to Fighters for Freedom everywhere, we pledge our every material resource—our every ounce of energy to the great task entrusted to us.

To the thousands of pilots now fighting for democracy, and to the legion of fledglings still to come, we rededicate ourselves to providing the finest equipment that aeronautical science can produce... and in such numbers as to enable them to sweep the skies.

Given the materials with which to build, we shall carry the battle of production through to Victory.

Aviation News Features

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AERONAUTICAL CHAMBER OF COMMERCE
Aviation News Committee

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Aircraft Companies Speed Production

By Making Employees 'Safety-Conscious'

LOS ANGELES, April 00.—The health and safety of the aircraft employe is just as important to the war effort as bullets.

With the cooperation of employes who want to be on the job all the time, the aircraft companies have embarked on an all-out campaign to make their employes "safety-conscious." Rules and regulations for safeguarding health and welfare have been laid down in every aircraft plant.

To see that they are observed, the individual managements have appointed safety committees and councils in each factory to meet every few weeks to point out all unsafe conditions and offer suggestions for improvement.

Such things as pre-employment temperament examinations, first-aid drills, vitamin pills, free throat swabs, cold prevention capsules and monthly safety awards are all part of the health drive.

The pre-employment tests are designed to show whether or not a candidate for a job would constitute a potential threat to the health and welfare of his fellow employes, not to exclude him from possible work.

First-aid drills and safety classes are required courses for new employes in almost every plant. Companies like Northrop now exude a safety-conscious atmosphere by having Safety Representatives, wearing green and white arm bands stationed strategically about the plant. Douglas and other companies have trained safety engineers and volunteer employe inspectors in every department.

First-aid stations are found in almost every plant corner at Lockheed. At Boeing, no matter how slight the injury, the employe is ordered to seek immediate attention at the nearest first-aid station. This policy, which has also been adopted by Consolidated, reduces to a minimum the danger of infection.

Companies which employ women, like Vultee and Vega, require them to wear hairnets or snoods at all times. This rule applies especially to women working as machine operators or adjacent to them.

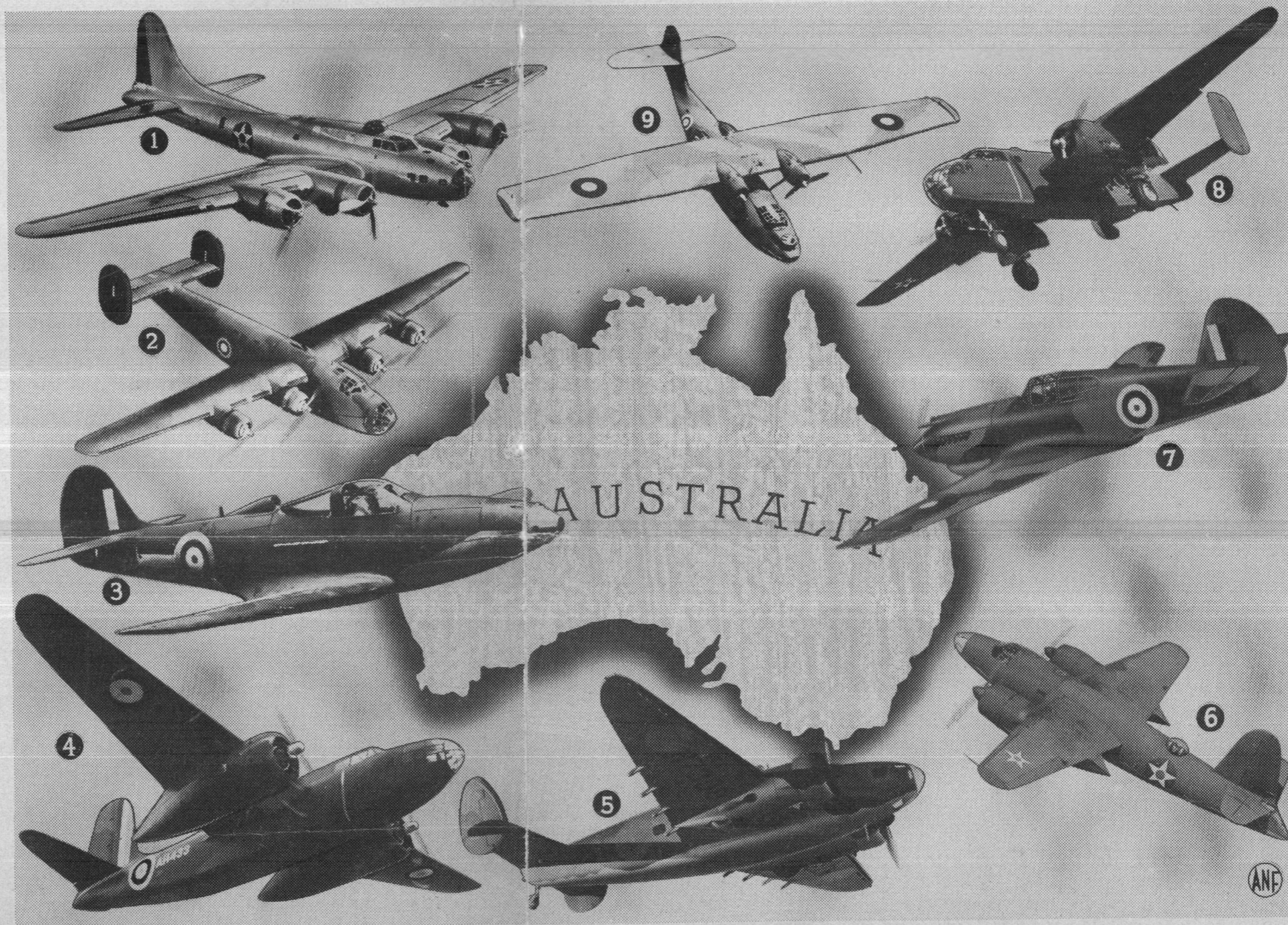
To build up vitality and resistance, companies like North American have been supplying high-potency vitamin pills to their employes. These pills, containing a high A, B, D and G content, reduce fatigue and increase efficiency.

To spur employe participation in this drive, most of the companies have individual safety awards and trophies which are given each month to that department which has made the best safety record.

Company records are now almost perfect. During the last three months of 1941, for example, Republic Aviation, competing with three other aircraft firms, won an Accident Prevention Campaign with a rating of 99.924 per cent.

This concentration on employe health and safety is not without justification. Last year, according to figures compiled by the National Safety Council, 18,000 workers perished in occupational accidents and 29,000 others died in off-the-job accidents. In man-hours, the dollar loss could be estimated at \$3,750,000. If all these dead workers had been employed on one aircraft industry project, the country would have lost not only the services of 47,000 men, but also of 11,000 Flying Fortresses.

AMERICAN AIRCRAFT ON OFFENSIVE IN BATTLE OF AUSTRALIA



PACIFIC FERRY PLAN SPEEDS AUSSIES AID

Five Types Already On Active Combat Duty

"Down Under" A.M. RELEASE APRIL 15

By Aviation News Features

WASHINGTON, D. C., April 00.—(ANF)—Hardhitting American-built warplanes are rapidly wresting air superiority from the Japanese on all approaches to the continent "down under," U. S. War Department communiques have revealed.

Many of these planes are reaching the Australian war theatre by means of a Pacific ferrying service, similar to that operating across the Atlantic to Great Britain. Blasting away at enemy land, sea and air units, this rapidly growing air force has had the effect of slowing down Japan's attempts to secure a foothold on the Australian mainland. The advantage of numerical as well as technical air superiority appears to be shifting rapidly to the Allied nations as a result of the influx of American planes.

It is known that American airmen have had an important hand in the destruction of at least 1025 Japanese planes since the attack on Pearl Harbor. Many of these losses were inflicted in and about the Australian sector.

The fate of the continent, according to numerous observers, rests on the ability of the Allied nations to get a sufficiently large force of American fighting planes into the fray in time to halt the Japanese bombers. American planes already in service there have hung up an exceptionally brilliant performance record, according to War Department communiques.

Known to be on active combat duty there are large numbers of four-engine Boeing Flying Fortress bombers, the huge Consolidated PBV-5 flying boats, Bell Airacobras and Curtiss P-40 fighters, and the deadly Lockheed Hudson twin-engine attack bombers. All are under command of Lieut. Gen. George H. Brett, head of all the air forces of Australia and the United States operating in Australia.

Other types of American fighting planes which are believed to have already arrived in Australia or to be en route there include the formidable Consolidated B-24 four-engine bombers and such deadly twin-engine bombers as the North American B-25, the Douglas A-20, and the Martin B-26. Heavily armed and equipped to operate at high altitudes, these planes may well be the determining factor in the battle of Australia.

Since March 1, according to Col. Eugene Eubank of the U. S. Army Air Forces in Australia, his pilots have destroyed a total of 50 Japanese fighter planes and sunk or damaged 46 Japanese transports and 16 warships.

Let's Go! U.S.A.—Keep 'em Flying!

Air Force Chief's Army Day Message Praises Aircraft

American Engines Power British Bombers

WASHINGTON, April 00.—(ANF)—Army Day had a far deeper meaning this year, especially for the aircraft employes.

Instead of just a day set aside to remind them that they had an Army, it became a Day of Patriotism, one in which to put every nerve and sinew into the struggle to supply their Army with its great needs.

As representative of the thousands and thousands of production craftsmen in the aircraft plants throughout the country, Colonel John H. Jouett, President of the Aeronautical Chamber of Commerce of America, reaffirmed the pledge made long ago by the aircraft industry: "To spare neither time nor effort to meet the Army's requirements."

In a letter addressed to Lieutenant-General H. H. Arnold, commanding officer of the Army Air Forces, Colonel Jouett wrote, "Please accept, General Arnold, for the Army and the Air Forces, our wishes for your success and our sincere desire to give you the best planes—sufficient in quantity to insure victory—and to give them to you on time."

Speaking for the Army Air Corps, General Arnold replied, "We know that you will provide the best planes in quantity and in time. We know that you mean it. We know that you will not fail. With your backing and the backing of the nation, we cannot fail."

To show the public how well the Air Forces and the aircraft employes are working as a team, General Arnold ordered "Open House" to be observed in those Army air stations not lying within restricted military areas.

"It is well," he commented, "that the public should see the type of equipment that our magnificent aviation industry is turning out."

Five types of American-built aircraft are now on active combat duty in Australia while four other models are on their way to her defense. In a specially-prepared montage, the Aviation News Committee of the Aeronautical Chamber of Commerce brings you pictures of the nine American warplanes that are in the vanguard of the vast "more aid to come" program which will ultimately sweep the invaders from the United Nations sky. Reading counter-clockwise, the pioneer American warplanes are: 1) the Boeing "Elvira Fortress," which, with 2) the Consolidated B-24, or "Liberator," constitutes the Army Air Corps' team of heavy offensive weapons; 3) the Bell P-39, or "Airacobra," best described

as a "cannon on wings"; 4) the Douglas A-20A, invaluable for lightning-like day or night thrusts at the foe; 5) the Lockheed "Hudson," affectionately called "Old Boomerang" by R.A.F. pilots for its amazing ability to return under the most trying conditions; 6) the Martin B-26, the twin-engine deadly attack bomber; 7) the Curtiss P-40, or "Tomahawk," the standby of the American Volunteer "Flying Tigers" in Burma; 8) the North American B-25, the Air Corps' twin-engine bomber which combines speed with a large bomb-load; and 9) the Consolidated PBV-5, or "Catalina," whose job it is to patrol the coast and blast the U-boats from the seas.

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West Coast Hiring Facilities Pooled in Vast Employee Drive

LOS ANGELES, April 00.—(ANF)—In an effort to recruit every possible employable in this area, the aircraft companies, with the cooperation of the United States Employment Service, have established a Central Aircraft Hiring Office to serve as a clearing house for all plants in this area.

With a staff of more than 100 trained personnel, officers, the Central Aircraft Hiring Office is possibly the largest employment bureau in the world. It interviews applicants at the rate of 5000 a day. In its first month of operation, the office examined more than 100,000 men and women. Nearly 60,000 were found to have sufficient qualifications to be passed on to the aircraft personnel representatives.

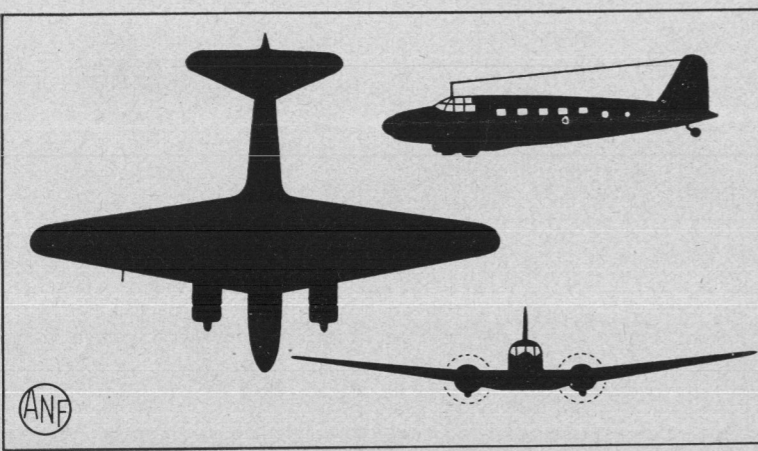
Applicants are sorted out at the counter. Those who pass the preliminary test are given more thorough examinations by professional interviewers. If they apparently meet the required standards, they are then given aptitude tests by trained psychologists, in an effort to determine their mechanical abilities.

The Central Aircraft Hiring Office is equipped to handle as many as 10,000 job-seekers a day. It was established last month to speed the machinery for finding the 100,000 aircraft employes which the aircraft plants estimate, will be needed for production work by the end of the year.

RELEASE APRIL 15

Know the Enemy's Planes

MITSUBISHI Mc 20 TRANSPORT



The eighth of a series of Japanese warplanes brought to you by the Aviation News Committee is silhouetted above. It is the Mitsubishi Mc 20 transport, whose origin stems from the Douglas DC-2. A low-wing monoplane of all-metal construction, the Mc 20 carries 11 Japanese paratroopers and 5000 pounds of equipment. Powered by two Nakajimi 850 horsepower motors, the Mc 20 has a cruising speed of 200 miles per hour. (EDITORS: IF YOU ARE NOT RECEIVING AVIATION NEWS FEATURES MATS, WRITE TO AVIATION NEWS COMMITTEE, SHOREHAM BUILDING, WASHINGTON, D. C., FOR THIS FREE SERVICE.)

AEROQUIZ

Plastics Formed by Union of Chemicals

Q. What is a vertical turn?
A. A vertical turn is one in which the degree of bank is between 70 and 90 degrees.

Q. What are plastics, exactly?
A. "Plastics," as applied to aircraft construction, are low-density, synthetic resins and materials in solid form which can be formed or molded, under suitable conditions, to any desired shape. In the manufacture of plastics, the chemical ingredients unite by means of polymerization.

Q. What is a barrel-type engine?
A. A barrel-type engine is one having its cylinders arranged equidistant from, and parallel to the main shaft.

Air Training Required of West Point Cadets

WEST POINT, April 00.—A minimum of 10 hours air training will be a required part of the curriculum for every cadet of the United States Military Academy.

Discussing the new regulation, Lieut. Col. R. W. Harper, assistant to Lieut. Col. J. M. Weikert, in charge of air corps trainings, said every man, regardless of what branch of the service he entered, will be taught at least the rudiments of aviation before he leaves West Point.

Some of the details tested by this captive engine are oil cooling, fuel flow, exhaust back pressure, engine and propeller vibration, prop clearance and heat dispersion. Although the experiments are conducted on the ground, at sea level, the results obtained give the test engineers a pretty fair idea of how the motor will act when it gets up in the air.

Since an engine requires more test flight time than any other part of the airplane, this motor laboratory cuts months from the amount of time usually spent in getting a new type of plane into production. With time now the all-important factor, Boeing's pre-flight testing is another vital contribution to the war effort.

NO LIMIT ON JAPS

Cessna Aircraft Company is boosting defense stamp sales by issuing "Jap hunting license" cards. The cards read: "Open season declared December, 1941. NO LIMIT. Shoot a Jap a day the defense way." A defense stamp on the card validates the "license."

Military Aircraft To Be Built With Non-Strategic Materials

LOS ANGELES, April 00.—(ANF)—Military airplanes made of wood and other non-strategic materials will soon be filling the skies.

An airplane engine, which never leaves the ground is one of the most valuable assets in the Boeing Aircraft Company's vast storehouse of aeronautical research.

The engine, attached to a section of wing mounted on wheels, comprises a revolving laboratory for pre-flight testing. Operated by a test crew with a full set of instruments, the laboratory enables the crew to iron out the "bugs" in new power-plant installation systems before putting the model into production.

By means of a circular track, the motor is trundled around to take advantage of the wind blowing in any direction. The laboratory is suitable for making tests heading into the wind, as on a normal take-off, and under cross-wind conditions, where there will be a difference in temperature between the windward and the leeward sides of the motor.

Use of the new aircraft material opens revolutionary production possibilities in view of the potentially serious shortage of aluminum alloy and high steel alloys. The steel and plywood planes, North American engineers believe, will match or surpass the present aluminum alloy planes in strength and safety factors.

Curtiss-Wright is another aircraft company which is thinking in terms of non-strategic materials. Already the company is making plans to construct a revolutionary wooden ship which can be used as a long-range military transport.

The craft will be the largest wooden airplane in the world. To aid in its construction, Curtiss-Wright is assembling experts in the design and manufacture of wood and plastic airplanes.

In cases where plywood is used in the construction of aircraft, the plywood, in almost every case, is impregnated and molded to form a tough plastic covering, which replaces the stressed interior "skin" of sheet aluminum.

In the new Curtiss-Wright plane, plywood will be used to cover the wings and fuselage. Interior ribs and other light structural members will be made of wood. Other parts will be made largely of materials not included in the list of military priorities.

Designed to carry troops, equipment and supplies to distant areas, the transport will be powered by at least two high-powered engines. To speed the output of large numbers of this new type of plane for the armed forces, a great percentage of its structure will be sub-contracted. As its parts will be mainly of wood, furniture makers and other wood-working organizations, which have not yet been actively engaged in the war effort, will be utilized.

PLANE FACTS: Stuka a Girl, Not a Dive Bomber

In Iceland, "stuka" is a girl, not a dive-bomber.

The Navy plans to earmark \$130,000 for the procurement of Navy "E" pennants and buttons to be distributed to the employes and plants that fulfill their war contracts with outstanding ability.

The maximum load of airplane gasoline a camel can carry across the desert is 80 gallons.

If all the employes in the Los Angeles aircraft plants, their families and the merchants required to feed, clothe and supply them could be grouped together, they would form a city one-fifth larger than San Francisco.

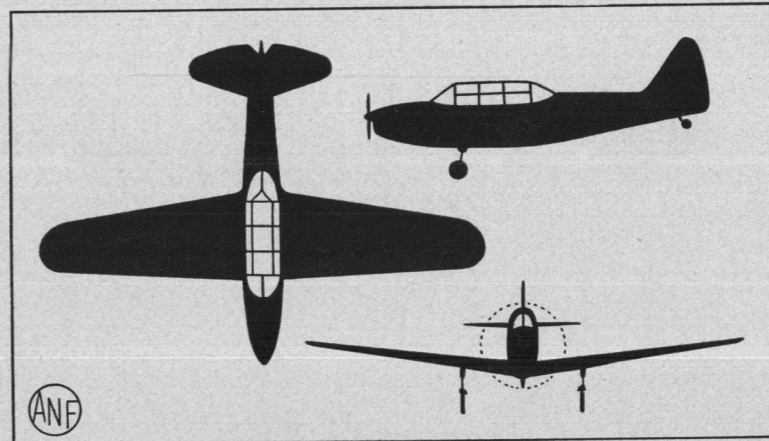
First two Axis spies to face death penalty charges in this country in this war are accused of stealing plans and specifications of the Boeing Flying Fortress.

On a recent short haul in Africa, American-made cargo planes carried more freight in three days than an equal number of trucks could have delivered in 25 days.

RELEASE APRIL 15

Know America's Planes

FAIRCHILD PT-19A TRAINER



Pictured above is the Fairchild PT-19A Army Air Corps two-place trainer. A primary trainer with all the characteristics of the tactical plane to which cadets must become accustomed in the later stages of their training, the PT-19A has recently been modified by the Fairchild company, and is now introduced as the P-26. Called the "Cornell," it is now being delivered to the RCAF in Canada. Much of the plane is made of wood and plastics. Wing spars, for example, are of solid spruce while the wings and tail are plywood covered.

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