

## Aircraft Industry reports . . .

More than two million square feet of additional floor space . . . more than 22,000 new jobs . . . more than six million man-hours added in productive effort . . .

Such, in brief, is the story of advances made by the American aircraft manufacturing industry in a single month.

	Aug. 1	Sept. 1	Increase
Floor Space (sq. ft.)	41,896,347	44,171,183	2,274,836
Employs	303,749	326,002	22,253
Payrolls (weekly)	\$11,688,780	\$13,030,798	\$1,342,018
July		August	Increase
Man-Hours Worked	52,153,243	58,788,221	6,634,978

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## AERONAUTICAL CHAMBER OF COMMERCE Aviation News Committee

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## Air Mechanics Training Schools Hit by Free Government Program Facilities for Teaching Vital Defense Maintenance Work Threatened, Committee Finds

WASHINGTON, Oct. 10.—(ANF)—Private aviation mechanics schools of the United States, which for years have filled the country's needs for expert airplane maintenance men, are facing disintegration as a result of free mechanic training by the Government, the Aviation Mechanics School Committee of the Aeronautical Chamber of Commerce of America reported today.

The committee, headed by C. S. "Casey" Jones, veteran airman and proprietor of his own mechanics school, has been pressing for several weeks to the Government, in its training program, utilize fully the private schools, whose facilities are only half occupied despite a real lack of aviation mechanics.

**NEED WILL GROW**  
The Army Air Forces have no immediate need for trained men, above those being turned out by their present training program, due to the export of planes under the lend-lease agreement. The committee pointed out that it is recognized, however, that as soon as the production program gets into full swing for our own defense such men will be badly needed.

The Air Forces are training mechanics in private schools insofar as possible with funds available. These funds, however, are small compared with the approximately \$100,000,000 allotted to the U. S. Office of Education to carry on free training courses in the public schools. The Office of Education contends that the wording of the approaching legislation prohibits the direct utilization of the private schools in its vocational training program, because they pay taxes and are, therefore, private business.

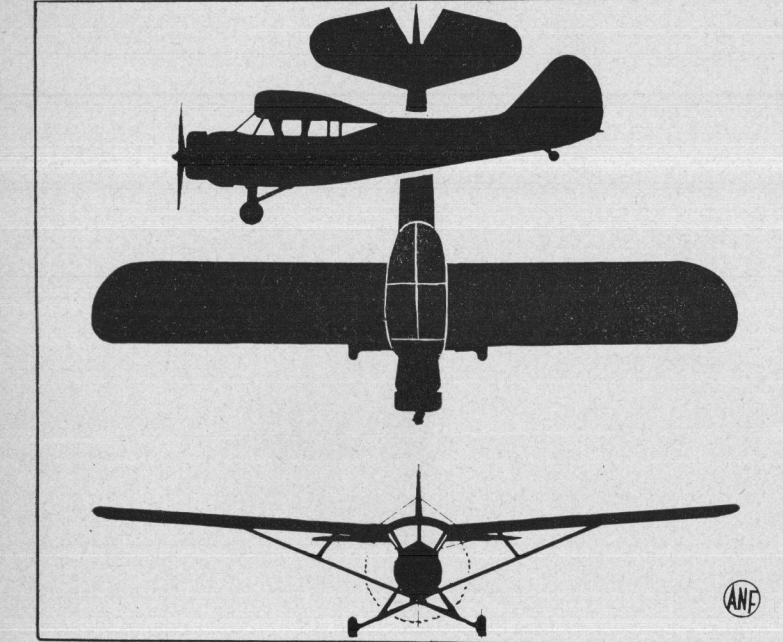
**VACANT CLASSROOMS**  
As a result, the committee reported, scores of private school classrooms, out of which could be graduating thousands of well-trained defense mechanics, are vacant.

Meanwhile, most of the Office of Education programs are just getting under way and will not be turning out mechanics in any number for some time. These pro-

RELEASE OCTOBER 15

## Know America's Planes

VULTEE O-49



The use of light, slow-flying airplanes for aerial liaison and courier missions is a very recent development, but the American aircraft industry lost no time in developing ships for this work. Here is a type which has been ordered in large numbers by the U. S. Army Air Forces—the Vultee O-49, or Vigilant. Powered by a 235-horsepower Lycoming engine, the little plane has full-length automatic wing slots and flaps, permitting it to hover over a battlefield at very low speed without losing altitude. The O-49 can be identified by the large Plexiglas canopy over the cabin, the braced wings and the wide landing gear.

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## America Being Armed with Best Fighting Planes in World, Lovett Declares

Assistant Secretary of War Describes Pursuits and Bombers Used in Army Maneuvers as "Last Word in Modern Equipment"

BY ROBERT A. LOVETT  
Assistant Secretary of War for Air

In the Second and Third Army maneuvers recently completed, the participating air commanders had in actual operation—from the point of view of quality aircraft—the finest air force in the world. In point of quantity we still have a long way to go, but production is now beginning to roll and our share of it from here on should enable us to equip combat units at the rate of about one squadron every other day. This rate should increase in the coming months.

The aircraft employed in co-operating with the ground troops in the maneuvers were of four main classifications: light (attack) bombers, dive bombers, medium bombers and pursuit planes. In maneuverability, five power and performance, for their specialized functions, the Army Air Forces have planes representing the last word in modern fighting equipment.

**BEST IN WORLD**  
While exact comparisons are difficult, and in some instances almost impossible, we are convinced, as a result of the best information available from abroad and tests our own pilots have made with foreign equipment, that in these four classifications we have equipment superior to that in production anywhere else.

In the light bomber category the Douglas A-20, carrying a crew of three, combines the best features of the attack plane with the light bomber designed for use with ground troops, speeding ahead to bomb hostile ammunition dumps, bridges, traps, concentrations and larger obstacles than demand the use of dive bombers. This plane is so fast that the British employ it as a night fighter under the name of "Havoc."

The Army dive bomber, the Douglas A-24, is the same plane as the Navy's SBD series. The American dive bombers are recognized as the finest in existence and have been perfected by the Navy, which has several squadrons of Navy and Marine planes co-operating in the maneuvers.

**B-25 AND B-26**  
The two medium bombers used in the maneuvers are the North American B-25 and the Martin B-26, each carrying a crew of five. Both types are superior to any foreign medium bomber in range, speed and load abilities. The B-26 has a slightly higher top speed and somewhat more range, and its high cruising speed makes it the fastest bomber of its class in the world.

The three types of pursuit ships used in the maneuvers are of the interceptor or fighter class. In this category the fastest military plane in the world today is the Lockheed P-38 interceptor. Mounting 37-mm. cannon and 50 caliber machine guns, its two super-charged engines give it a performance well over 400 miles an hour, with full military load. It is designed for high altitude operation.

**TWO FIGHTER TYPES**  
The two single engine planes are the Bell P-39 and the Curtiss P-40E. The former is one of the most heavily armed combat planes in existence. It mounts a 37-mm. cannon, 50-caliber and 30-caliber machine guns. As a mid-level altitude fighter, as well as for attack on ground targets, this unconventional plane has no equal. The new Curtiss model P-40E mounts six 50-caliber machine guns, is very maneuverable and has fine performance at altitude at which bomber interceptions are now taking place. This plane is the successor to the type being used so successfully by the British in the Middle East. It has higher horsepower and much greater fire power than its predecessor.

**EVEN BETTER TO COME**  
In addition, there is the Republic P-43, with a single air-cooled, supercharged engine. It is a magnificent fighting plane and is the precursor of the P-47B, a 2000 horsepower, single engine, supercharged, high altitude fighter now undergoing tests. The latter was not used in the maneuvers. All of the above planes were operating in their first wide-scaled maneuvers to train both ground and air commands in their use. They operated from a variety of fields, with and without runways, under very difficult weather conditions, and reports indicated that their performance was excellent. With even better models of these four types of planes on the way, we feel perfectly confident that the aircraft industry will continue to give us the world's best planes.

Let's Go! U.S.A.—Keep 'em Flying!

**AIRWAYS INCREASED**  
The United States now has 30,913 miles of lighted, operating airways, 2168 miles having been added during the last 12 months, according to the Civil Aeronautics Administration.

Let's Go! U.S.A.—Keep 'em Flying!

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P. M. RELEASE OCTOBER 15

### WARPLANE DELIVERIES... 1940 MARK ECLIPSED!

ALL OF 1940—

\$544,440,000

FIRST SIX MONTHS, 1941—

\$617,345,086

Thus, history's biggest expansion program has enabled American airplane, engine and propeller manufacturers, in a six-month period, to top by \$72,905,086 their deliveries for the entire preceding year.

Each symbol represents \$100,000,000 of deliveries.

Source: AVIATION NEWS COMMITTEE, Aeronautical Chamber of Commerce of America (ANF)

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## Legion Hears of Plane Progress Expansion Story Told in Defense Report

The story of the amazing progress made by this nation's aircraft industry in arming the United States in the air has become a part of the permanent records of the American Legion.

Included in the report of the Legion's National Defense Committee, which was adopted at the recent national convention in Milwaukee, were statistics gathered by the Legion's standing National Aeronautics Commission, headed by Lieut. Comm. Norman Pat Lyon, Los Angeles, which showed:

- 1—That floor space of aircraft manufacturers had increased from 31,383,867 square feet on March 1, 1941, to 42,000,000 square feet on Aug. 1, with almost 14,000,000 square feet under construction.
- 2—That on March 1, 1941, 226,172 employees had expanded to 300,000 on Aug. 1, with a peak estimate for 1942 of 505,000.
- 3—That on March 1, 1941, the backlog of production was \$3,875,000,000 and on July 1, 1941, was \$5,317,000,000.
- 4—That on March 1, 1941, we had 42,836 airplanes on order, with a present objective as of July 1 of between 75,000 and 80,000 airplanes.

Leaders in the discussion which resulted in the findings and recommendations of the Aeronautics Section of the National Defense Report were Roy B. Gardner, Ohio chairman of the Subcommittee on Aeronautics of the National Defense Committee; Commander Lyon, as chairman of the National Aeronautics Commission; and John Dwight Sullivan, New York, junior past commander of the Aeronautics Commission.

Let's Go! U.S.A.—Keep 'em Flying!

**NEW RESEARCHER**  
Typical of the American aircraft industry's vital interest in research was the recent announcement of Northrop Aircraft, Inc., that Dr. Theodore von Karmán, for 12 years director of the famed Guggenheim Aeronautical Laboratory at California Institute of Technology, has been appointed consultant to the company on aerodynamic and structural engineering.

Let's Go! U.S.A.—Keep 'em Flying!

## NAMES FOR NAVY'S PLANES

For Example, SO3C Is Now Seagull

WASHINGTON, Oct. 10.—(ANF)—The U. S. Navy has gone in for names for its fighting planes. Supplanting for popular use the prosaic letter-numeral designations which proved such mouthfuls for civilians, names like "Corsair," "Dauntless," etc., will henceforth mark the Navy's aircraft, on orders from Secretary Frank Knox.

Here are the new names, as reported to the Aviation News Committee by the Navy Department:

Type	Original Designation	New Name
Fighters	Brewster F2A Grumman F4F Vought F4U	Buffalo Wildcat Corsair
Observation Scouts	Curtiss SO3C Navy PS2N and Vought OS2U	Seagull Kingfishers
Scout Bombers	Brewster 2B2A Curtiss SB2C Douglas SBD	Buccaneer Helldiver Dauntless Vindicator
Patrol Bombers	Boeing PBB Martin PBM Consolidated PBV Consolidated PB2Y	Sea Ranger Mariner Catalina Coronado
Torpedo Bombers	Douglas TBD Grumman TBF	Devastator Avenger

## Aircraft Makers Deliver the Goods--\$617,000,000 Worth in Half a Year!

Factory Space Increases 2,274,000 Square Feet During August; Employment and Payrolls Show Big Gains

P. M. RELEASE OCTOBER 15

WASHINGTON, Oct. 15.—(ANF)—Full scope of the American aircraft manufacturing industry's accomplishments under the increasing pressure of the national defense crisis was revealed for the first time today with release of an official report that the plane builders in the first half of 1941 surpassed their deliveries for all of 1940.

## Standardization Program Pushed by Plane Group Committee to Map Plans at National Meet in New York

Standardization methods vital to mass production and to field servicing and maintenance of military aircraft will be discussed by the National Aircraft Standards Committee at its national meeting in New York, Nov. 11-13, the Aeronautical Chamber of Commerce reported today.

The committee, comprising representatives of all major aircraft manufacturing companies, has, in less than a year of existence, achieved standardization throughout the industry on 21 items which go into airplanes and shortly will announce standardization on six more.

Objectives and activities of the committee, the chamber pointed out, aid materially in the aircraft industry's cooperative defense efforts, symbolized by the production "pool" under which three companies—Boeing, Douglas and Vega—will produce Flying Fortress bombers so urgently needed as an offensive weapon by Britain's Royal Air Force.

It is anticipated that at the November meeting, plans will be laid for stepping up the program to keep pace with the demands of the industry and government for useful standard parts and manufacturing procedures.

Headed by William M. Smith of Bell Aircraft Corp., the NASC comprises an eastern division under the chairmanship of J. T. Thompson of the Glenn L. Martin Co., a western division headed by F. M. Salisbury of Douglas Aircraft Co., and a six-man executive board. The Aeronautical Chamber, through J. T. Gray, technical department manager, executes much of the administrative work of the committee.

**SCHOOLS FOR NAVIGATORS**  
The U. S. Army Air Corps is now in the process of training aerial navigators at the rate of 5250 per year at three government and one civilian school.

**AIR BASE RUSHED**  
Before winter sets in, all essentials of the new U. S. naval air station in Newfoundland will have been completed.

Let's Go! U.S.A.—Keep 'em Flying!

## Pooled Resources Speed Bomber Output



Cooperative production for defense is the American aircraft industry's answer to the call for more and more bombers for the United States and Great Britain. These photographs illustrate a vital phase of that cooperative effort. Top—Engineers and production experts from Douglas Aircraft Co. study a four-engine Douglas "Blackout" plant, soon to be dedicated at Long Beach, Calif. A third manufacturer—Vega Airplane Co. of Burbank, Calif.—is also participating in the long-range bomber "pool." Bottom—Douglas Boston attack bombers being built for Britain at the Boeing plant in Seattle. According to the Aviation News Committee of the Aeronautical Chamber of Commerce, such pooling of resources by aircraft manufacturers is saving months of precious time in the production of warplanes of tested and proven design.

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