

20,000 . . . 50,000 . . . 100,000 WARPLANES!

WASHINGTON, Dec. 00.—(ANF)—“We now have every reason to believe that an annual production rate of 50,000 warplanes . . . what once seemed a fantastic figure . . . will be reached some time in 1942!”

Such was the prediction of Col. John H. Jouett in his annual report to the Aeronautical Chamber of Commerce of America, of which he is president. Other highlights of the aircraft industry's progress:

- 1—This year the industry is producing nearly 20,000 planes.
- 2—It will be called upon to produce nearly 100,000 warplanes during the next two years.
- 3—“These American aircraft will prove to be, beyond any question, the deciding factor in this war.”

Aviation News Features

Vol. 5, No. 3 December 15, 1941

AERONAUTICAL CHAMBER OF COMMERCE
Aviation News Committee

NEW YORK: 30 Rockefeller Plaza, Circle 7-2140
WASHINGTON: Shoreham Bldg., National 8438
LOS ANGELES: 7046 Hollywood Blvd., Hillside 7211

LAUREN D. LYMAN Chairman
HOWARD MINGOS Secretary
LEONARD K. SCHWARTZ Vice-Chairman

Aerona Aircraft Corp., W. J. Mitchell—**Bell Aircraft Corp.**, Fred R. Neely—**Bendix Aviation Corp.**, Herbert Sharlock—**Boeing Aircraft Co.**, Harold Mansfield, James Murray—**Brewster Aeronautical Corp.**, Ronald S. Gall—**Consolidated Aircraft Corp.**, H. E. Weismiller, E. N. Gott—**Curtiss-Wright Corp.**, H. E. Lawrence, Mark E. Nevils—**Douglas Aircraft Co., Inc.**, A. M. Rochlen, Frank Fleming—**Fairchild Engine & Airplane Corp.**, John Stuart—**Lakeland School of Aeronautics**, Stanley A. Hedberg—**Lockheed Aircraft Corp.**, Leonard K. Schwartz, Richard Southgate—**The Glenn L. Martin Co.**, Avery McBee—**North American Aviation, Inc.**, Ronald L. Burla, Alexander T. Burton—**Northrop Aircraft, Inc.**, T. C. Coleman, J. Lyle Manion—**Piper Aircraft Corp.**, William D. Strohmeier—**Platt-Forbes, Inc.**, William A. Forbes—**Republic Aviation Corp.**, William L. Wilson—**Ryan Aeronautical Co., Inc.**, Earl Prudden—**Solar Aircraft Corp.**, E. T. Price—**Sperry Gyroscope Co., Inc.**, Harris B. Hull—**United Aircraft Corp.**, Lauren D. Lyman, Norman V. Clements—**Vultee Aircraft, Inc.**, T. C. Sullivan, Palmer A. Hewlett—**Aeronautical Chamber of Commerce**, Howard Mingsos.

U. S. Safety Device
Protects Warplanes
Extinguisher Puts Out
Engine Fires

NEW YORK, Dec. 00.—(ANF)—American inventive genius, geared to all-out wartime productive effort, has scored a new triumph in aerial safety with development of an extinguishing system which puts out fires in plane engines while the ship is in flight.

The new system is receiving its first military tryout in the European war, and RAF fliers hail it as one of the most important safety devices ever installed in an airplane.

A great number of planes disabled during combat are forced out of the fray because of fire. In the last year, efficient fire fighting apparatus for planes did not exist and pilot fatalities from this cause were heavy.

But now, since American research experts took a hand, the pilot has only to pull a handle on his instrument board to snuff out a fire.

Here is what happens: carbon dioxide gas, held under high pressure in a steel bottle, is discharged through a perforated pipe to flood the engine compartment. The gas kills fire by reducing the oxygen content of the air to a point where gasoline and oil cannot burn. The system was developed by engineers at the plant of Walter Kidde & Co., New York.

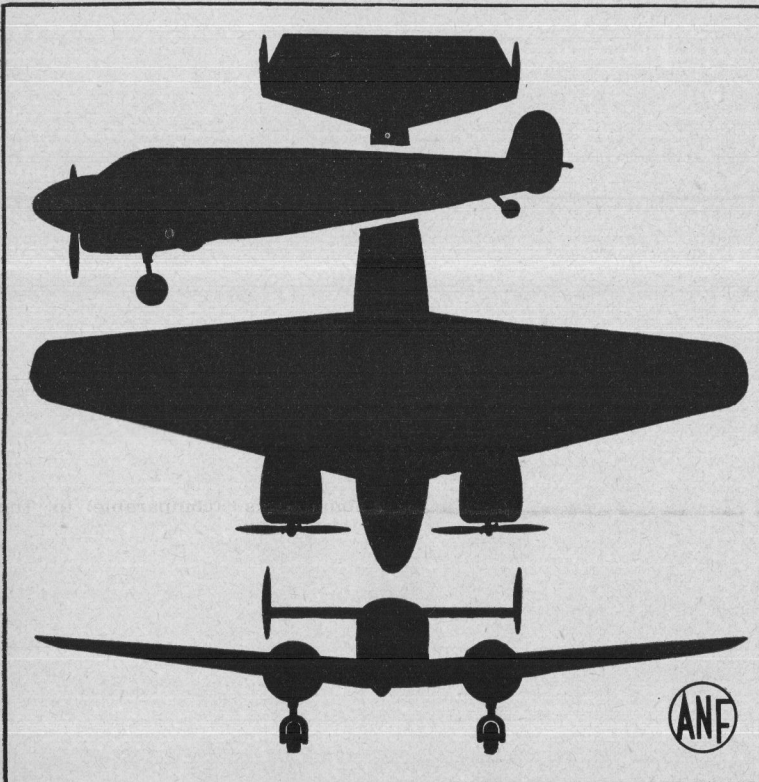
Let's Go! U.S.A.—Keep 'em Flying!

INSTRUMENT EXPANSION

National defense expansion isn't limited to airplane and engine factories. Bendix Aviation Corp. is now at work on a 114,000-square foot plant at Bendix, N. J., for the manufacture of aeronautical instruments.

RELEASE, DECEMBER 15

Know America's Planes
BEECHCRAFT TRANSPORT

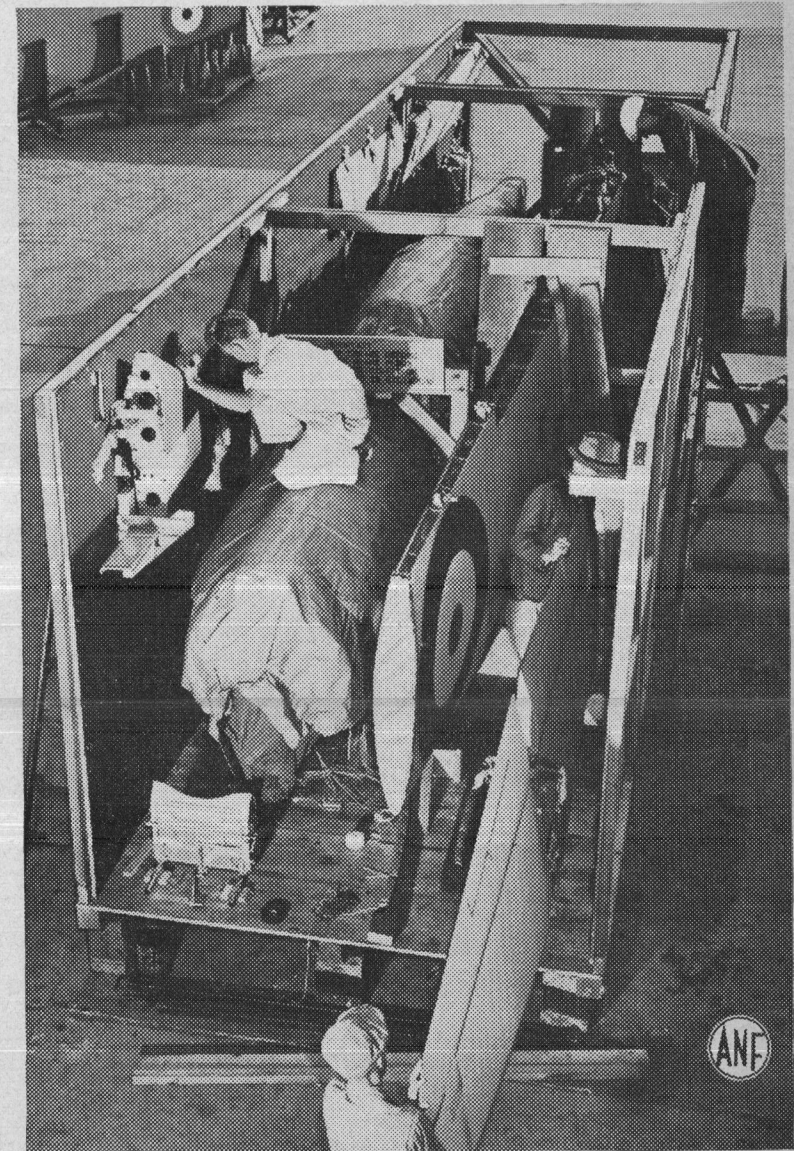


An air force isn't all bombers and fighters. Of equal importance are the aircraft needed for the swift transportation of material and personnel. The ship shown above illustrates the ability of U. S. airplane manufacturers to provide for these requirements. It is the Beechcraft C-45A personnel transport, developed from a well-known commercial model. Note the twin tail structure and the retractable landing gear. Power is provided by Jacobs, Pratt & Whitney or Wright engines.

(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.)

RELEASE DEC. 15

CONTENTS: ONE
FIGHTER PLANE
FOR DEMOCRACY



Workers "wrap up" a very welcome bundle for Britain—a Mustang fighter. This scene at the North American Aviation plant is typical, the Aviation News Committee reports, of the efficiency with which planes of this type are crated for delivery by ship to the British. The Mustang's horizontal stabilizer is being pushed into its cradle in this picture. Note the slim fuselage, wrapped in heavy paper.

(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.)

2,000,000 Horsepower
in One Month Is Record
of Aircraft Engine Firm

Sufficient power for approximately 850 twin-engine bombers—that's the story of a month's shipments by one American aircraft engine manufacturer, as reported by Aviation News Committee.

The Pratt & Whitney aircraft division of United Aircraft Corp. announced its shipments for November totaled 2,000,000 horsepower, bringing total production since the war began to 22,000,000 horsepower.

Baltimore Plant Plans
Homes for 1200 Workers

BAITIMORE, Md., Dec. 00.—(ANF)—Cooperating with the Farm Security Administration, the Glenn L. Martin Co. recently arranged for homes for 1200 of the 25,000 workmen employed at the firm's huge airplane plant at nearby Middle River, according to the Aviation News Committee.

The housing communities fall into three categories: (1)—A village of 300 pre-fabricated permanent homes with rentals ranging from \$30 to \$35 per month, erected in less than three months; (2)—A group of five dormitories built by the FSA for bachelor workers; (3)—A community of 200 trailers provided by the FSA as emergency housing for workers and their families. Structures erected adjacent to this trailer group provide washing, bathing and sanitary facilities.

Let's Go! U.S.A.—Keep 'em Flying!

Army Pilots Seeing
a Lot of the Country

RANDOLPH FIELD, Tex., Dec. 00.—(ANF)—Pilot officers at this "West Point of the Air" are beginning to think the old Navy recruiting slogan—" . . . and see the world!"—was made for them.

A large number of fliers at this field have been to California to aircraft factories twice during the last six months to return new air-planes to training fields.

Others have been called to fly primary craft, from storage at Randolph Field to new civilian primary schools in the Gulf Coast Air Corps Training Center.

Flight supervisors estimated that upwards of 400 individual ferry trips have been completed by Randolph Field pilots in the last half year.

Let's Go! U.S.A.—Keep 'em Flying!

IT COMES TO THEM

Unable to attend regular shows or hear their favorite radio programs because of their working hours, thousands of national defense workers on the night shifts at Lockheed Aircraft Corp., Burbank, Calif., are having their entertainment brought to them by the Lockheed Recreation Club, which has also arranged for "owl" shows in nearby movie houses.

How U. S. Plane Makers
Wrap Up 12,000-Pound
'Bundles' for Britain'

Crating of Fighters for Shipment Is a Very Scientific Job

RELEASE DEC. 15

LOS ANGELES, Dec. 15.—(ANF)—Bundles for Britain . . . gross weight, 12,000 pounds each . . . contents, aerial fighters for the defense of Democracy . . .

Each day, on the loading ramps of aircraft factories from coast to coast, workmen are "wrapping" such bundles—carefully crating North American Mustangs, Curtiss Tomahawks and Kittyhawks, Brewster Buffaloes, Grumman Martlets, Bell Airacobras . . . all the swift and deadly single-seat fighters which the Arsenal of Democracy is sending to the world's warfronts.

FROM PLANT TO SHIP

From the factories, the crated warplanes are transferred to holds of waiting ships. So scientifically and efficiently have they been packed that once the destination is reached, their reassembly is a mere matter of hours.

Typical of this process is the job of crating Mustangs at the Inglewood, Calif., plant of North American Aviation, Inc. The task requires 55 efficiently-coordinated man-hours. After a plane has been assembled in the plant and its powerful engine has been given a thorough check run, the Mustang is turned over to the shipping department.

WRAPPED IN PAPER

Wings, wing control surfaces, empennage (tail structure) surfaces and propeller are removed. The fuselage, wrapped in heavy paper, is placed in the shipping case. The wings are then put in position and firmly secured at two stress points.

After two sides are nailed on the case, the small assemblies are fastened on the floors and sides of the big box. Before the other sides and the top are fastened, company inspectors check all installations to make certain nothing can work loose in transit.

The complete job represents a "bundle" 32 feet 11 inches by 9 feet and weighing 12,052 pounds. It is hurried by truck or train to Los Angeles harbor and stowed aboard a ship bound for Britain.

Let's Go! U.S.A.—Keep 'em Flying!

PLANE FACTS:
The Light Plane
Joins the Army

Further evidence of the importance of the light plane in national defense is the recent announcement of the War Department that a new order has been placed for \$240,000 worth of these small ships, already so popular with private owners.

The little fellows will be used on such military tasks as maintaining liaison with ground forces, spotting artillery fire and doing courier work.

Let's Go! U.S.A.—Keep 'em Flying!

Plane Wing Cannon
Increases Fire Power
Latest Devices Will Add
to Ships' Strength

NEW YORK, Dec. 00.—(ANF)—Two new developments designed to add immeasurably to the striking power of American warplanes—a deadly wing cannon and an aircraft fire-control device—were reported today by the Aviation News Committee.

The new fire-control device, already in production at the Jamaica, N. Y., plant of the Fairchild Aviation Corp., provides for automatic range calculation with a centralized control in planes with multi-power-driven turrets.

MILITARY SECRET

Details of operation are restricted for military reasons, but experts declare the device will result in greatly increased efficiency of gunfire at extended range.

Development of the wing cannon is considered of importance because of recent developments in Europe's aerial warfare.

Machine guns mounted in the wings are part of the armament of American fighter planes, but cannot have hitherto been confined to the forward part of the fuselage, largely because of the additional weight and heavy coil involved.

STRONGER STRUCTURES

However, as the heightened tempo of war has demanded heavier firepower, American manufacturers have designed stronger wing placements to permit installation of cannon. One firm is starting production on a \$12,000,000 order for 20 millimeter Hispano-Suiza rapid-fire cannon for wing mounting.

This deadly new weapon is said to have a rate of fire of 575 shells per minute. However, such sustained fire is rarely possible, the speed of aerial combat limiting the action to a few short bursts.

Let's Go! U.S.A.—Keep 'em Flying!

PILOTS VOLUNTEER

All of the licensed pilots of Aeronca Aircraft Corp., makers of light planes, have volunteered their services in the Ohio Wing of the Civil Air Defense.

HAWAII AND BACK IN 35 HOURS!

Big Bomber Makes Long Ocean Ferry Flight

SAN DIEGO, Dec. 00.—(ANF)—The tremendous range, speed and dependability of American heavy bombers, invaluable in hemisphere defense, was illustrated recently by the flight of a Consolidated Liberator from San Diego to Honolulu and return in 35 hours.

The big landplane (British version of the U. S. Army's famed B-24) took off from San Diego at 6:15 a.m. and landed at Hickman Field, Honolulu, 11 hours later. Awaiting the Liberator were 14 Consolidated pilots and flight mechanics who had been ferrying PB4Y flying boats west for the Netherlands East Indies.

Early next morning, the big four-engine bomber and its 14 passengers roared away from Honolulu to land at San Diego at 6:15 p.m. that afternoon. Flying time for the round trip of 5200 miles (all over water) was just under 23 hours.

Captain Richard McMakin, pilot of the Liberator, believes he established a record by having breakfast at San Diego, dinner at Honolulu, breakfast at Honolulu and dinner at San Diego, all within 35 hours.

REPORT FROM LIBYA: AMERICAN
PLANES TRUMPH IN DESERT WAR

4 Types in Thick
of Fighting, Says
British Observer

Nation's Air Defense
Expansion Spells Jobs
for Youth of America

Thousands of Young Men Absorbed by Aircraft Plants; For Many It Is First Work

NEW YORK, Dec. 00.—(ANF)—The vast expansion program of America's aircraft industry is playing a major role in eliminating one of the nation's worst social and economic headaches—the problem of jobs for youth.

In the last 18 months major airplane, engine and accessory manufacturers, engaged in "the biggest job ever assigned any industry anywhere," have provided jobs for almost 200,000 men between the ages of 18 and 30, the Aviation News Committee reported.

Home Building in
Aircraft Centers
Sets New Records

For thousands of these young men, this work spelled the first opportunity for an industrial job.

THEY ARE YOUNG MEN

From 28 of the larger firms in the aeronautical group—about one-half of the number which will eventually report on the matter—there are statistics showing 49,989 youths between the ages of 18 and 23 years are now on company pay-rolls. In addition these firms employ 54,028 men in the 23-to-30-year brackets—a total of 104,017 men between the ages of 18 and 30 years who have found jobs in the aircraft industry during recent months.

This total will increase substantially as the industry swings toward peak employment.

3 Western Cities Report
Millions Spent on
Dwellings

LOS ANGELES, Dec. 00.—(ANF)—Homes for aircraftsmen are creating greater economic benefits for Pacific Coast communities, the Aviation News Committee reported today.

Surveys just completed at San Diego, Los Angeles and Seattle show that building for the first 10 months of 1941 totaled more than \$206,000,000, an increase of more than \$80,000,000 over the same period in 1940.

These three communities are the West Coast's centers of aircraft manufacturing—an industry that has been hiring new employees by the thousands. And as the combined aircraft personnel of the three areas has virtually doubled since the first of the year, a substantial portion of the new building went into homes for these workers.

Examples: San Diego, site of Consolidated Aircraft Corp., Ryan Aeronautical Co., and Solar Aircraft Co., reported a building volume of \$48,862,885 for 1941, an increase of \$36,966,574 over 1940.

Seattle, home of Boeing Airplane Co., saw building rocket to \$23,222,895; up \$11,515,695 over the same period in 1940.

The City of Los Angeles reported a volume of \$75,359,144 in 1941 building, as against \$53,202,095 for the 1940 period, while 10 adjacent communities had a building volume of \$59,076,023, an increase of \$20,541,323 over 1940. In this area are located the plants of Douglas Aircraft Co., Lockheed Aircraft Corp., and Vega Airplane Co., North American Aviation, Inc., Northrop Aircraft, Inc., Vultee Aircraft, Inc., and a number of engine and accessory firms.

CAMPS DWINDLE

The CCC which was set up to provide work for the jobless youngsters, had, in August, 1935, a total of 520,000 enrollees assigned to 2652 work camps. As of Nov. 1, 1941, the number of such camps had dwindled to about 900, and the numerical strength of the Corps had fallen to 160,000.

The decrease is attributed by CCC officials to "increased employment opportunities and a reduction of the number of young men on relief rolls who need federal aid jobs."

BUILDING SKY GIANT FOR ATLANTIC AIRLINE

Nearing completion at the Vought-Sikorsky plant at Bridgeport, Conn., is the first of a fleet of six giant passenger-carrying flying boats for non-stop trans-Atlantic service on the routes of the American Export Lines.

The huge ship, powered by four Pratt & Whitney engines of 1900 horsepower each, has a range of 3000 miles at 175 miles per hour with 16 passengers, a crew of 11 and a full load of mail and express.

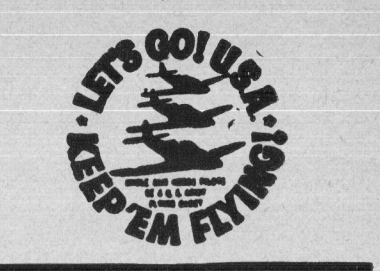
RELEASE DECEMBER 15

Recording the Odd and Unusual
in America's Vast Aircraft
Production Program
LITTLE MEN



America's aircraft program is a big one . . . but it has a place for little men. In fact, several aircraft manufacturers, including Lockheed Aircraft Corp. in California, Brewster Aeronautical Corp. in New Jersey, and Grumman Aircraft Corp. in New York, employ midgets who are able to work efficiently inside the "tight spots" in airplane wings and fuselages. Above you see two examples of how little men are doing their bit to speed warplane production. At the left John Giovanni (height, four feet; weight, 88 pounds) "bucks up" a rivet in the wing of a Brewster fighter. At the right Earl Wallace (height, four feet six inches; weight, 90 pounds), gazes up at Gordon Morrison, who stands six feet 10 inches. Both work at the Lockheed factory.

(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.)



P.M. RELEASE DEC. 15

WASHINGTON, Dec. 15.—(ANF)—Batting in the forefront of what may be a decisive campaign of the war, American-built aircraft are playing a vital part in the desert fighting in Libya, a British air officer just arrived in Washington from the African front has reported to the Aviation News Committee.

The officer listed four makes of U. S.-made planes as in the thick of the campaign and one in reserve, the latter soon to be thrown into the fray as a "clinchier."

Axis Aircraft No Match
for U. S. Fighters
and Bombers

Already in the fighting, for the most part in large numbers, are the Curtiss Tomahawk and Brewster Buffalo (pursuit types), the Martin Maryland (medium bomber) and the Boeing Flying Fortress (heavy bomber). In reserve and being prepared for action, the officer said, is the Martin Baltimore, a larger, faster and more powerful version of the Maryland.

"I have just returned from the desert campaign, and I can assure you you have every right to be proud of the aircraft you are making," the RAF officer declared. "The American craft in Libya are performing beautifully. They are fast and rugged and hard-hitting. Certainly they are more than a match for the enemy equipment."

THE BEST YET

"In fact, with regard to the ships I have mentioned, our fellows out there are rather more fond of it than they are of our own comparable British-built aircraft."

This praise for the product of American aircraft factories, which will send the British and other

powers opposing the Axis aggressors over half a billion dollars worth of aeronautical equipment this year, was followed by an eye-witness description of the work the Tomahawks, Buffaloes, Marylands and Flying Fortresses are doing so well above the sun-scorched desert.

DESPISE THE DUST

The Tomahawks and Buffaloes have beaten off enemy bombing attempts, both performing exceptionally well in the dust-filled air that has reduced the efficiency of other fighter planes. The Marylands have been used for reconnaissance as well as bombing and strafing of enemy troop concentrations. And the Tomahawks and Buffaloes have done their share of strafing ground objectives, too, the British officer said.

The big four-engine Flying Fortresses have carried out many successful long-range bombardments of strongly-held enemy positions. These big bombers, it was explained, are available in Libya in smaller numbers than any of the other American types and, being an early model, lack certain defensive armament possessed by Flying Fortresses now going overseas. Despite this, the RAF officer reported, the big bombers are causing the enemy plenty of trouble.

TANKS ROUTED

Particularly potent were American planes in attacks on Axis tank columns, the officer related. On one occasion in the Sidi Omar region, nine British pilots in Tomahawks destroyed at least eight Nazi tanks in diving attacks which rendered a number of other tanks useless.

The British technique put the Tomahawks (comparable to the U. S. Army Air Forces) screaming earthward at the moving tank column until the pilots could actually spot vulnerable points in the tanks' armor and blast them with bursts of machine gun fire.

Let's Go! U.S.A.—Keep 'em Flying!

New Engine-Factory to
Speed Aircraft Program

To provide power plants for the fleets of training planes being produced for the United States and Great Britain, Jacobs Aircraft Engine Co. is erecting a new factory near its present Pottstown, Pa., plant. The cost is estimated at \$15,000,000.

The company manufactures 245- and 300-horsepower engines for installation in advanced trainers.