

a note to Editors...

IMPORTANT!

The Army and Navy, through their public relations branches, have informed the Aeronautical Chamber of Commerce that their policy will be to maintain the flow of public information to the greatest degree consistent with military objectives.

The aircraft, engine, accessory and other manufacturers of the aviation industry have pledged their cooperation to the Army and Navy in carrying out this policy on public information.

Aviation News Features, as an agency of the Aeronautical Chamber of Commerce, will cooperate to the fullest extent in this Army and Navy policy. With the approval of the Army and Navy, Aviation News Features will distribute information concerning the aircraft industry, provided such information is not of military value to the enemy.

To safeguard against release of information of possible value to the enemy, Aviation News Features will not release:

1. Aerial photographs of aircraft factories or other defense plants, or ground photographs of strategic value. The armed services have announced that prior release of photographs does not authorize present release and editors are requested to withdraw from circulation previously released photographs of plants.

2. Information about the proposed location of new plants, unless released by the Army and Navy.

3. Photographs showing secret, confidential or restricted aircraft or equipment. The same necessity for withdrawal from circulation applies to these photographs, regardless of prior approval by the armed services.

4. Statistics on production, or any statistics which might be an index to production.

5. Reports or rumors of the presence of specific types of aircraft in specific combat zones, unless authorized by the Army or Navy.

6. Information revealing the presence of or movement of military aircraft at specific airports.

The general text which will be applied to all information before it is made public will be: "WILL IT AID THE ENEMY?"

Within the limitations of Army and Navy requirements, Aviation News Features and other agencies of the Aeronautical Chamber of Commerce will seek to assist, in every way, the American press in keeping the public informed.

Aviation News Features

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AERONAUTICAL CHAMBER OF COMMERCE Aviation News Committee

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Highlights of Aircraft Industry's Record Year

Highlights of the aircraft industry's year, as gleaned from the files of Aviation News Features:

JANUARY Survey shows deliveries of American aircraft to Great Britain in 1940 increased 600 per cent over previous year. Army Air Corps reports successful tests for Republic P-43 (Lancer) pursuit plane.

FEBRUARY William S. Knudsen of OPM predicts production of 33,000 planes by summer of 1942. Observers home from England praise performance of American aircraft in war.

MARCH Col. John H. Jouett, Aeronautical Chamber of Commerce president, foresees production of 1500 planes monthly by midsummer. Hiring of new employees by aircraft plants reaches record of more than 5000 weekly.

APRIL First details of America's newest dive bomber—Curtiss SB2C-1—are announced. Aviation News Committee survey shows American-built bombers superior in speed, range, altitude and bomb-carrying capacity to any foreign aircraft.

MAY U. S. aircraft production is "nothing short of a miracle," says Merrill C. Meigs, OPM aircraft chief. New laminar flow wing, higher-powered engines and other research developments revealed as contributing to American aerial mastery. New Republic P-47B pursuit and Vultee Vengeance dive bomber announced.

JUNE Aeronautical Chamber announces aircraft industry created 43,000 new jobs during first quarter of 1941. World's biggest airplane—Douglas B-19—makes first test flight. Peak production of 500 heavy bombers per month by mid-1943 foreseen as result of production pool by leading Pacific Coast aircraft plants. (Note: With America at war this has been stepped up to 1000 per month.)

AUGUST U. S. armed services report plans for training of 40,000 combat pilots per year. Huge new Curtiss-Wright waipane plant dedicated at Buffalo. Aircraft industry's backlog tops five-billion dollar mark.

SEPTEMBER Reports from Europe show American-built aircraft are proving superiority on all war fronts. U. S. pursuit ships and bombers undergo gruelling tests in Army war games in South. World's largest flying boat—Martin XPB2M-1 (Mars)—proof-tested.

OCTOBER Robert A. Lovell, assistant secretary of war for air, reports U. S. being armed with world's finest warplanes. Douglas and Consolidated Aircraft companies dedicate huge new plants in California.

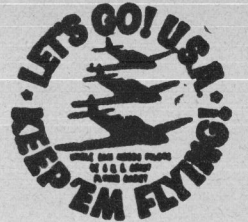
NOVEMBER Aviation News Committee reports aid to Britain, in the form of planes and aeronautical equipment, amounted to \$330,000,000 in first eight months of year. Army announces huge "Keep 'em Flying" recruiting campaign.

DECEMBER WAR WITH JAPAN, GERMANY, ITALY!



Aviation News Features

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



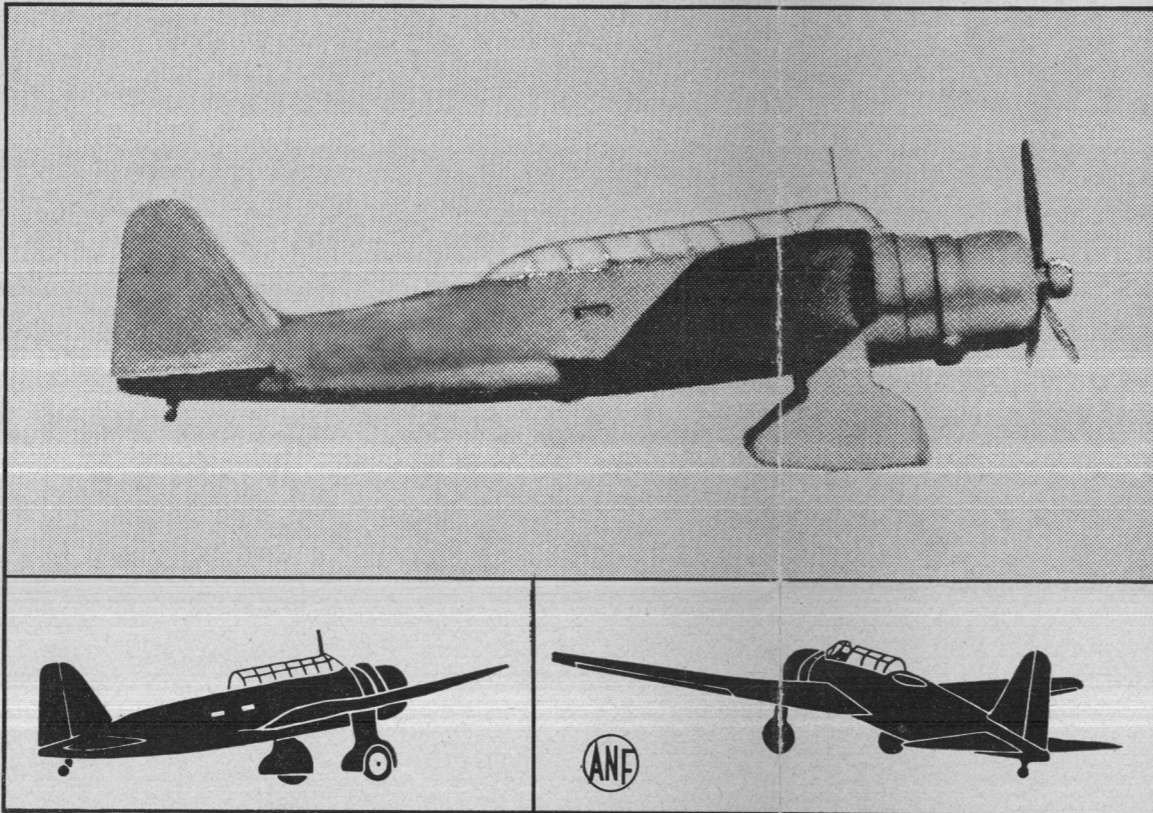
A NEW AND TIMELY FEATURE!

ANF Brings You a Companion Piece to 'Know America's Planes'

RELEASE JAN. 1

Know the Enemy's Warplanes

JAPANESE 98 LIGHT BOMBER



Aviation News Features presents the first of a series of photographs and silhouettes of the military aircraft of the enemy—Japan, Germany and Italy. The plane above—designated the "98"—is a single-engine monoplane used by the Japanese army as a light bomber. From a distance this ship might conceivably be confused with one of the dive bomber types in service with the U. S. Navy—the Vought-Sikorsky Vindicator. Both ships are monoplanes (the Jap is mid wing; the Vindicator low wing). Each is powered by a single radial engine. The cockpit enclosures are somewhat similar in shape. However, there is one outstanding difference which should be easily recognizable. The U. S. bomber has a retractable landing gear which folds smoothly into the wing in flight. The Japanese ship has a fixed landing gear with streamlined "pants" on the wheels—an arrangement considered obsolete in virtually all modern aircraft.

(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.)

Don't Underestimate Jap Air Strength!

What the Enemy Lacks Is Ability to Create New Designs

RELEASE JAN. 1

LOS ANGELES, Jan. 01.—(ANF)—It's always a mistake to underestimate the strength of your opponent. And most particularly is such a mistake likely to prove fatal in these days of total war, the Aviation News Committee warns.

In recent months a number of commentators have "proved" to their own satisfaction that Japan's air forces would be a pushover for any first-rate power. The simplest course would be to go on arguing that the bulk of the Nipponese air fleets is made up of airplanes that are obsolete by modern standards and that Japan's productive capacity is extremely limited.

WE DON'T KNOW! But the real truth of the matter is that outside of Japan no one (with the exception of the German and Italian high commands) knows much about the types of aircraft the Nipponese have been producing in the last two or three years.

True, on the basis of what has been published, the air strength of the enemy appears negligible. Estimates range from 2000 to 5000 planes of all kinds from trainers to tactical types.

And those ships, on the basis of available information, are not the fighting craft of a first-class air force.

NOT FIRST CLASS Most of the Japanese planes to be found listed in any aeronautical publication are obvious copies of foreign types which modern warfare has branded as obsolete or verging on that condition.

Fighters of both the Japanese Army and Navy (or at least those about which information has been published) run to fixed landing gear and low-powered engines, cutting their maximum speeds to the 300 miles per hour-or-less classification in a world which talks of 400-mph pursuits. The Jap bombers appear to be in much the same class. In fact, the really modern and effective planes (on paper) seem to be confined to not more than two fighter types, one medium bomber and one patrol bomber, as against the many high-speed, high performance models in mass production in America today.

THE THINGS THEY LACK However, there have been many rumors that within the last two years the Nazis have made their latest aircraft types available to their latest companion in international crime and it is possible that the Japanese air forces now include several very modern fighting ships.

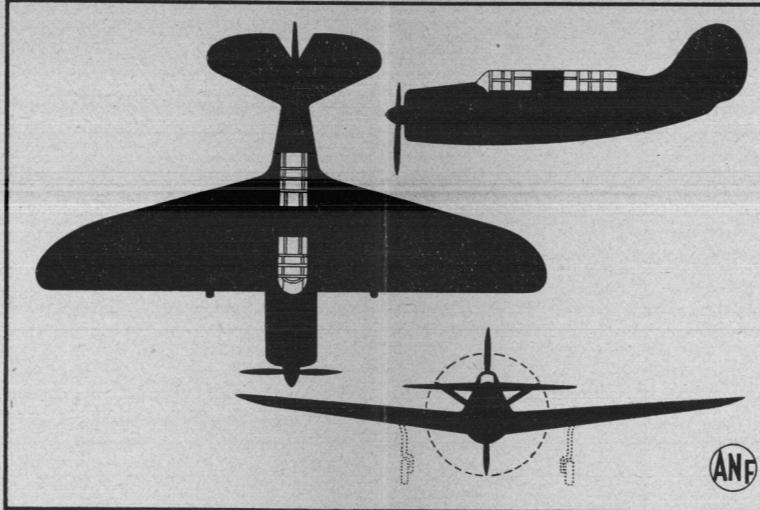
Nonetheless, the enemy lacks at least three factors which spell victory for America in the air.

One is the ability of U. S. aircraft designers to create, rather than copy. A second is the tremendous productive capacity of the American aircraft industry. The third is the inherent love of flight deep in the heart of every American boy.

Let's Go! U.S.A.—Keep 'em Flying!

Know America's Planes

CURTISS HELLDIVER



Pictured above, in three-view silhouette, is one of the deadliest weapons ever devised for a naval air force. It is the Curtiss Helldiver (SB2C-1), a dive bomber which typifies the manner in which the American aircraft industry is arming the U. S. Navy with the world's most modern fighting planes. The Helldiver, powered with a Wright Cyclone engine, is a two-place mid-wing monoplane. Note the deep wing, straight along the leading edge; the cockpit canopy which lays smoothly into the fuselage line, and the almost circular fin and rudder.

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Aircraft Jobs for American Women? That Depends on Manpower Shortage

U. S. Survey Shows Many Tasks Can Be Performed by Feminine Hands if Need Arises

American womanhood, now rallying to the call of civilian defense activities, will not be found wanting if given the opportunity to enlarge her already significant contribution to the construction of military aircraft for democracy's protection.

According to the Aviation News Committee of the Aeronautical Chamber of Commerce, nearly all aircraft and engine plants have reported increasing number of women employees during 1941.

A shortage of manpower in the pre-war period was not primarily responsible for the employment of women, the committee reported. Rather, the companies wished to investigate in advance of actual emergency the extent to which women were capable of taking part in the building of military aircraft.

Their findings, together with a 1941 survey of the U. S. Department of Labor, reveal that "at least one-fourth to one-third of the jobs in the aircraft assembly plants might be filled satisfactorily by women."

During the past year, women have proved in actual production that they are adept at such skilled tasks as inspection, high-precision testing, assembling of delicate instruments and the checking of the thousands of parts which

go into each engine and airframe. Other feminine employees have operated drill presses, riveting machines and other shop machinery, thereby proving to employment directors and production managers that women can be quickly trained to perform these important jobs should war developments demand widespread substitution of women for male workers.

The Department of Labor's survey recalled that, in 1918, 23 per cent of employees in 40 airplane factories were women. The study also expressed the belief that some female labor can be used in almost every department of an aircraft factory.

About 24 different functions in airplane construction that could be performed by women were itemized in the survey. These include the operation of small milling machines, small turret lathes, small and medium-sized punch presses, spot welding, riveting and dimpling machines.

U. S. AIRCRAFT OUTPUT TOPS \$1,500,000,000 IN ONE YEAR!

American Planes Have Passed Acid Test of Air War Europe and Africa Fronts Scenes of Many a Notable Feat

LOS ANGELES, Jan. 01.—(ANF)—Proof-tested in the crucible of war!

That sentence tells the story of many of the military aircraft types the United States is now hurling against its attackers.

For more than two years, fighters and bombers produced in American factories have been in action on the war fronts of Europe and Africa. And the performance of these ships has established concrete proof that they have no peers in matters of speed, striking power and dependability.

EXPLOITS PRAISED During 1941 the Aviation News Committee received with increasing frequency reports of the exploits of American-made warplanes under combat conditions.

As the year began, London dispatches praised the work of Curtiss and Grumman fighters and Lockheed, Martin and Douglas bombers on the English and Mediterranean fronts.

LAUDED IN COMMONS As spring brought improved flying weather, British Air Minister Sir Archibald Sinclair told the House of Commons the deeds of warplanes from across the sea were outstanding.

Summer saw more and more American aircraft swing into action. The British were converting Douglas light bombers into night fighters and sending them across the Channel to pounce on German bombers sneaking back from raids on British cities. Consolidated Liberator heavy bombers were in ferry service across the Atlantic.

Then came one of the most remarkable feats of the entire war. Boeing Flying Fortress flown by RAF crews raided Nazi naval bases on the French Coast, striking at altitudes which put them beyond the reach of Luftwaffe interceptors and anti-aircraft fire.

Headlines proclaimed "American-made Aircraft in Action on All Fronts."

SUB CAPTURED A Lockheed Hudson land bomber captured a Nazi submarine in the Atlantic, damaging it with bombs, then circling about the raider, guns trained on the conning tower until a Consolidated Catalina arrived to relieve the Hudson and act as "sentry" until surface craft reached the scene. Then a Northrop patrol bomber accomplished a similar feat.

Consolidated Liberators were on active convoy patrol, smashing attacks by long-range bombers. Winter and the opening of the great drive in Libya saw American planes go into action in swarms. In the forefront were Brewster Buffalo and Curtiss Tomahawk fighters and Martin bombers breaking up Axis tank drives and harrying the enemy in the air.

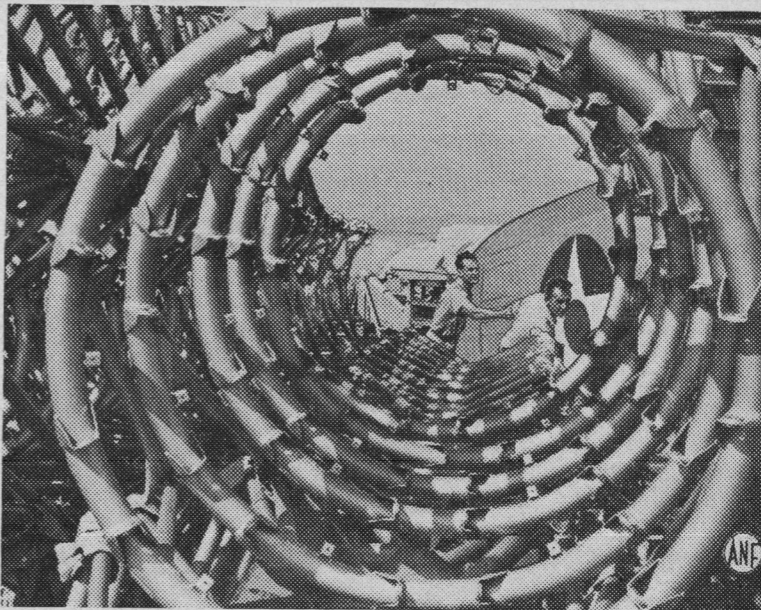
When Japan's treacherous attack brought America into the world conflict the products of American aircraft factories had truly passed the tests of war with flying colors.

Let's Go! U.S.A.—Keep 'em Flying!

RELEASE JAN. 1

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

TUBULAR TUNNEL



Futurism makes an unconscious debut at a busy aircraft factory. In this photograph from the Aviation News Committee, the camera's eye is focused through scores of tubular steel engine mounts ready for installation on Army bombers being rushed to completion at the plant of North American Aviation. In the background is a bomber wing bearing the Army Air Forces' insignia.

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THESE ARE PLANES OF U. S. NAVY

War in the Pacific has sent into action the world's latest, hardest-hitting naval aircraft.

Military secrecy naturally restricts information on the whereabouts or disposition of any type of aircraft. However, for the guidance of the public, the Aviation News Committee lists the following combat planes of the United States naval forces:

FIGHTERS Brewster Buffalo, Grumman Wildcat, Vought-Sikorsky Corsair.

SCOUT (DIVE) BOMBERS Brewster Buccaneer, Curtiss Helldiver, Douglas Dauntless, Vought-Sikorsky Vindicator.

PATROL BOMBERS Martin Mariner, Consolidated Catalina, Consolidated Coronado.

TORPEDO BOMBERS Douglas Devastator, Grumman Avenger.

OBSERVATION SCOUTS Curtiss Seagull, Vought-Sikorsky Kingfisher.

PLANE FACTS: Ocean Flights All In the Day's Work

The ability of American heavy bombers to cross long stretches of ocean—an ability which bodes ill for the enemy in the Pacific—has been demonstrated many times during the last year.

Example: Four-engine Consolidated Liberators (export version of the U. S. Army's B-24) have made more than 100 routine crossings of the Atlantic, carrying important officials to and from Great Britain.

Let's Go! U.S.A.—Keep 'em Flying!

High school graduates between the ages of 20 and 26 who pass an Air Corps intelligence test are being accepted for a bombardier-navigator training course, which will create thousands of specialized air combat crewmen.

Let's Go! U.S.A.—Keep 'em Flying!

Aircraft Plant Doubles Small Town Population

National defense needs have doubled the population—from 3000 to 6000—of Sidney, N. Y., where the Bendix Scintilla Magneto works are located. New streets are being laid through cornfields, school facilities are being enlarged, additional fire-fighting equipment has been purchased and plans are being made for a new hospital.

The Federal government has just completed erection of 200 homes to help house the families of workmen. The seven-acre plant now employs 3500 men and women, as compared with 12 workers in 1925.

Let's Go! U.S.A.—Keep 'em Flying!

Let's Go! U.S.A.—Keep 'em Flying!

Redoubled Effort Plane Industry's Answer to Enemy

1941 Production Triples That of 1940; Huge Increase Ahead

A.M. RELEASE JAN. 1

WASHINGTON, Jan. 1.—(ANF)—Driving their production schedules to a new all-time record in response to the attack on the United States, this country's aircraft manufacturers today reported through the Aeronautical Chamber of Commerce that they built more than one and a half billion dollars worth of warplanes, engines and propellers in 1941.

Submitting preliminary estimates of 1941 production to the Aviation News Committee, Col. John H. Jouett, Chamber president, pledged redoubled effort on the part of the industry to accelerate production to meet the new aggression against democracy being waged against the United States by Japan, Italy and Germany.

"GREATEST INCENTIVE" "If it is possible," Col. Jouett declared, "for us, the aircraft manufacturers of this country, to view our responsibilities any more gravely than we have in the past, the dastardly attack by the Japanese, and the declarations of war by Germany and Italy, fill us with the greatest incentive.

"The aircraft industry pledges that it will not relax its utmost efforts until the war is won. It is our firm belief that we can continue to produce enough aircraft so that they will be a decisive factor in the war on all fronts."

Col. Jouett cited, as evidence that the industry is moving quickly and determinedly to boost production, the seven-day week, 24-hour-a-day plant operation program being formulated and put into effect.

As the fateful year of 1941 ended, the American aircraft industry was well ahead of its production schedules. The production of at least \$1,500,000,000 worth of warplanes, engines and propellers nearly tripled the 1940 production of \$544,000,000. Col. Jouett estimated that the industry would at least double its production of weapons of defense in 1942.

TREMENDOUS INCREASE The immensity of this country's aeronautical defense effort in World War II is demonstrated by the fact that appropriations have been approved totaling about \$13,000,000,000 to assure a continued flow of hard-smashing sky fighters and other aeronautical equipment. During World War I, only about \$2,000,000,000 was appropriated for this equipment.

And the Victory Program now nearing consummation will increase the \$13,000,000,000 figure enormously, according to Government sources.

Of the \$13,000,000,000 appropriated, more than \$4,000,000,000 has been allocated for construction of warplanes for the U. S. Army Air Forces alone. During World War I, only \$133,670,812 was actually spent for military aircraft.

BACKLOG IN BILLIONS Further to illustrate the size of the job the American plane builders have been given is the fact that, despite record deliveries, unfilled orders for more than \$6,500,000,000 were still on the books of plane, engine and propeller builders of the aircraft industry proper at year's end. Two years ago, shortly after outbreak of the war, the backlog was only \$675,000,000.

Airplane engine production, due to huge plant expansion programs, has kept pace with the output of airframes. The committee announced. In terms of horsepower, engine production for military aircraft totaled about 500,000 per month in September, 1939; by January 1941, it had increased to something like 2,300,000 and currently it is estimated to be about 6,500,000 monthly. When peak production is attained during 1943, this figure will be swelled to at least 15,000,000 horsepower.

FACTORIES GROW Plant floor space devoted to the manufacture of planes, engines and propellers was increased by almost 90 per cent during 1941. As of Jan. 1, 1941, a total of 25,456,421 square feet of space was being devoted to such work; now it has been expanded to about 47,000,000 square feet and additional plant facilities now under construction or contemplated will raise the figure to about 55,000,000 during the present year.

Several hundred thousand men and women have found profitable employment in aeronautical plants during the past two years. Approximately 425,000 persons are presently at work turning out planes, engines and propellers as against the 193,000 so employed on Jan. 1, 1941. Opening of several new plants during 1942 will bring the total number of persons thus employed to 575,000 by the end of the year.