Aviation News Features

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a note to Editors . . .

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Aviation News Features

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Aviation News Committee

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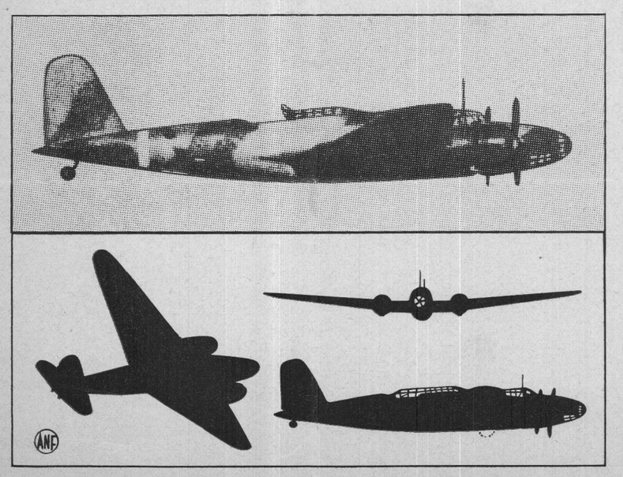
RELEASE JANUARY 15

Know the Enemy's Planes

JAPANESE "97" HEAVY BOMBER



In this, the second of a series of photographs and drawings of enemy aircraft, Aviation News Features brings you views of one of the most modern of Japan's warplanes—the 97 heavy bomber used by both the Japanese army and navy. Superficially, the 97 bears some resemblance to several American medium bomber types, for it is a low-wing all-metal monoplane with retractable landing gear and is powered by two radial engines. However, the Jap bomber appears to lack the power-driven fuselage gun turret which is standard equipment on all modern American bombers of the medium and heavy types. And the 97 has far less speed and range than U. S. heavy bombers, which are driven by four engines.

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RAF Commander Lauds U.S. Planes

Asserts "There's a Ship for Every Job"

LOS ANGELES, Jan.00—(ANF)—"We want you chaps to know how much we think of the fine qualities of the aircraft you are turning out."

Addressing thousands of American workers at the plant of the Douglas Aircraft Co., Group Commander J. N. Boothman of the RAF gave that message recently.

"American aircraft," he continued, "are never built with the idea that maybe they won't come back. They are built so strong they absorb a frightful amount of punishment, with the result that they do come back.

"Your many types were confusing at first, but we find now there's a ship for every job. For instance, these Douglas Havocs are just the ticket for lurking about airports in the occupied areas along the Channel and pouncing on German bombers when they come back from their raids."

AEROQUIZ

U. S. Strong in Medium Bombers

Q—Please give the names of the latest light and medium bombers being produced for the U. S. Army Air Forces.

A—The Douglas A-20 type in the light bomber category and the North American B-25 and Martin B-26 in the medium classification. No other nation has bombers which can compare with these ships.

Q—What is the purpose of a wing flap?

A—It acts as an air brake, lowering the landing speed of an airplane. Some types also assist in quicker take-off and climb.

Q—What is the difference between fragmentation and demolition aerial bombs?

A—The fragmentation bomb, designed for attacking troops or vehicles, scatters shrapnel or steel fragments over a wide area. The demolition bomb is much heavier and is intended to pierce armor or demolish buildings.

PLANE FACTS: *Billions for U.S. Aerial Strength*

An idea of the magnitude of America's military aircraft production program can be gained from the following statistics:

Not counting the new Victory Program, more than four billion dollars had been allocated for construction of warplanes for the U. S. Army Air Forces. During World War I money spent on military aircraft amounted to only $133,670,812.

Let's Go! U. S. A. Keep 'em Flying!

Forty-two new aircraft engine standards have been approved by the Aeronautics Division of the Society of Automotive Engineers.

Let's Go! U.S.A.—Keep 'em Flying!

The U. S. Air Corps has announced that selective service trainees now are being appointed aviation cadets without re-enlisting in the Regular Army.

Let's Go! U.S.A.—Keep 'em Flying!

The first contingent of Latin-American youths to be given aviation training in the United States has been selected, according to the Civil Aeronautics Administration. The training is part of an inter-American good will gesture.

Let's Go! U.S.A.—Keep 'em Flying!

Roster of Army's Fighting Aircraft

These Are the Air Forces' Pursuits, Bombers

Fastest and most deadly aircraft in the world are the fighters and bombers which arm the aerial forces of the American Army.

The presence of any specific aircraft in a combat zone is now restricted information. But for the guidance of the public, the Aviation News Committee has compiled the following roster of combat aircraft (trainers, observation ships and transports are not included) which are in service with or in production for the U. S. Army Air Forces:

PURSUITS

Lockheed P-38 (Lightning); Bell P-39 (Airacobra); Curtiss P-40; Republic P-43 (Lancer); Republic P-47 (Thunderbolt).

DIVE BOMBERS

Douglas A-24.

LIGHT BOMBERS

Douglas A-20.

MEDIUM BOMBERS

Douglas B-23, North American B-25, Martin B-26

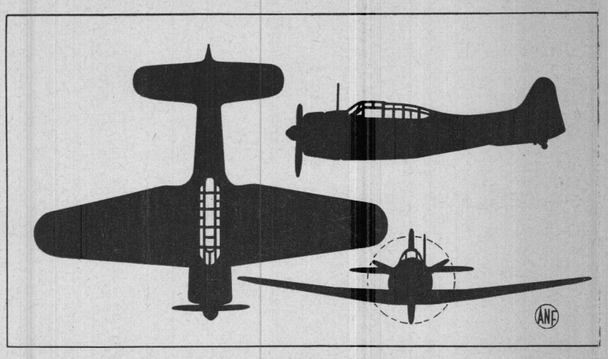
HEAVY BOMBERS

Boeing B-17 (Flying Fortress); Consolidated B-24.

RELEASE JANUARY 15

Know America's Planes

DOUGLAS DAUNTLESS



Standard dive bomber of our fighting fleet and also of the U. S. Army Air Forces (which calls it the A-24) is the Douglas Dauntless, a low-wing monoplane powered by a Wright radial engine. Here are three views of the Dauntless (official Navy designation is SBD) which will help you recognize it in the air: (Side view)—the sharp taper of the rudder and fin. (Full view)—the deep wing which has rounded tips and a pronounced flare where it joins the fuselage. (Front view)—the upward tilt of the outer wing panels and the radio mast to the left of the cockpit.

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"WE'LL DO THE JOB!" AIRCRAFT LEADERS PLEDGE

Aircraft Industry Makes Quick Shift to War Basis; Ready for Huge Increases

Factories Swing into 7-Day, 24-Hour Operations as Windows Are Blacked Out and Sabotage Precautions Are Redoubled

LOS ANGELES, Jan. 00.—(ANF)—Behind a protective screen of sentries and blacked-out windows, America's aircraft industry has swung into the vastly-increased production tempo of a nation at war.

All statistics relating to actual output of warplanes are restricted, but a survey by the Aviation News Committee gave graphic evidence of the steps taken by airplane, engine, propeller and accessory plants across the face of the land to insure uninterrupted production.

INDUSTRY'S WAR SPIRIT BURNS HIGH

War brought an instant and nationwide response from workers and management of America's vast aircraft industry.

Almost too numerous to count were the manifestations of this spirit of victory. Here are a few, as reported by the Aviation News Committee of the Aeronautical Chamber of Commerce:

Citizens of one community in which an aircraft plant is located staged a "Stampede for Battle Bonds" to raise sufficient funds to purchase two training planes manufactured in their city. The drive far surpassed the original goal.

Employes of a giant engine company worked a "free" Sunday and sent their pay checks—totaling more than $100,000—to the Treasury at Washington.

Executives of an airplane firm reported they were deluged with offers to work Sundays without pay, if necessary, to make up time lost through blackouts. Proffers of money and time to buy bombers were made by thousands of workers.

Numerous plants worked through the holidays and in nearly every case employes expressed a desire to contribute this time to the nation's victory effort.

And throughout the industry the men and women who are arming America in the air did everything within their power to welcome and entertain the troops of the U. S. Army rushed to various plants for protection purposes.

PROGRAMS EXPANDED

The War and Navy Departments busied themselves just as immediately with formulation of new, expanded warplane procurement schedules. Congress was asked at once for another half-billion dollars for Navy aircraft. The heavy bomber program, already twice expanded, was doubled.

War found the aircraft makers thoroughly prepared for any eventuality, a preparedness program which has been in the making for many months. Within a week after Japan struck at Pearl Harbor, complete wartime precautions and regulations were in effect throughout the industry.

The initial step was immediate preparation for blackouts and uninterrupted blackout operation. Most plants had large quantities of blackout paint on hand. This was quickly sprayed on all glass surfaces. One huge plant was completely blacked out in three days. At another, painting crews, working around the clock, covered more than one million square feet of glass—27 acres—with 3500 gallons of jet black paint. In addition to glass surfaces, other objects which might help guide raiders were blacked out—brightly-painted water tanks, smoke stacks, large expanses of white concrete, etc.

STEEL CURTAINS

To prevent light from showing through doors, many plants erected baffle boards around all entrances. One large plant secured steel curtains to slide over all windows at a moment's notice—double blackout assurance. Another plant installed a system of low-intensity lights to insure continued production during an emergency.

All companies issued detailed instructions to employes on what to do in case of an air raid. Air raid drills were held, though the industry planned uninterrupted production in the event of actual raids unless this became humanly impossible to carry on. In this connection, the companies took steps to maintain the high morale of the industry's 400,000 workers—an army of workers eager to carry on, heedless of all obstacles.

Every precaution was taken against sabotage and espionage. Troops were stationed around all plants. In many cases adjacent highways were closed to traffic and in others automobiles underwent rigid inspection.

Inside the factories the regular plant protection forces were strengthened and ordered on a war alert basis.

Throughout it all, the men and machines of the aircraft industry continued to work at a constantly increasing tempo, impelled by the grim determination to produce sufficient warplanes to spell victory for Democracy on all fronts.

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From One 'Army' to Another!

Whether American Army flyers carried out the suggestion to "Give the Japs Hell on New Year's Day" is a military secret. But the signs you see here, which were posted on the side of a giant Boeing Flying Fortress bomber, typify the victory spirit of America's army of aircraft workers . . . a spirit which, according to the Aviation News Committee of the Aeronautical Chamber of Commerce, burns high throughout the airplane, engine and accessory plants of the nation. As indicated by the larger sign, this bomber was rushed to completion by aircraftsmen who were fully aware of the tremendous importance of making Democracy invincible in the air. The verse on the smaller sign is equally terse and to the point. . . . "We do our best to get them flying, you do the rest and keep them flying. For every Jap that goes down trying, we will build some more to keep them dying!"

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Thousands Join Air Forces as War Boosts "Keep 'em Flying" Campaign

But Job of Obtaining Crews to Man America's Vast Warplane Fleet Has Just Begun

WASHINGTON, Jan. 00.—(ANF)—The U. S. Army Air Forces' "Keep 'em Flying" campaign to recruit 300,000 flight crew members and aviation cadets, launched six weeks ago, is surpassing the most optimistic schedules, the Aviation News Committee has been informed.

Given fresh and powerful impetus by the war, the campaign resulted in enlistment of 23,000 flight crew members—the men who keep in fighting trim the thousands of warplanes being produced by America's aircraft industry—in the first three weeks (the latest tabulated figures available when this article was prepared).

Col. H. N. Gilbert, who coined the "Keep 'em Flying" slogan and who heads all Army recruiting, also informed the Aviation News Committee that aviation cadet applications were well ahead of the Air Forces' induction schedules.

Col. Gilbert reported that during the first week of the campaign, 4000 flight crew member enlistments were secured; during the second week, 7000, and during the third week, 12,000. Compared to this total of 23,000, Col. Gilbert reported all other Army enlistments as numbering 12,000.

The "Keep 'em Flying" recruitment campaign, preceded and accompanied by a joint Air Forces-aircraft industry program in the press and on the radio, originally was aimed at enlistment of 170,000 flight crew members and 120,000 aviation cadets. (Editor's Note: An aviation cadet becomes a flying officer with rank of second lieutenant if he completes his training successfully.)

Col. Gilbert's report indicates that more than 13 per cent of the 170,000 flight crew members were obtained within three weeks of the campaign's opening. Many additional thousands were recruited in the three ensuing weeks, ending this week.

The "Keep 'em Flying" flight crew member recruitment goal was 25,000 monthly until July 1, 1942. Enlistment of 23,000 in the first three weeks places the Recruiting Service well ahead of schedule.

Col. Gilbert emphasized that, despite these recruiting successes, the job is only starting. He pointed out that, whereas an air force of half a million men was envisioned prior to U. S. entry into the war, this number probably will be doubled in the near future.

The flight crew members of the Air Forces are being trained at civilian schools under contract to the War Department and at technical schools operated by the Air Corps Technical Command.

HERE'S HOW TO JOIN THE AIR FORCES

WASHINGTON, Jan. 00.—(ANF) Want to enlist in the U. S. Army Air Forces—and don't know how to go about it?

The Aviation News Committee, in answer to many inquiries from potential applicants, passes along the following guide, furnished by the War Department:

Go to the nearest U. S. Army Recruiting station. Yours probably is at either your Postoffice or Federal Building. If it isn't, you should be able to find a poster advertising the whereabouts of the recruiting station. If not, ask a Postoffice or Federal Building employe. If all else fails, write the Adjutant General of the United States, Recruiting Section, War Department, Washington, D. C.

The Air Forces are seeking flight crew members and aviation cadets. Prior training is not necessary. Uncle Sam will furnish you with the best there is to be had!

Industry Is Ready to Tackle Big Task Set by President

Tools and Materials Are Vital to Gigantic Program

P.M. RELEASE JANUARY 15

"Give us the tools and the materials and we'll do the job!"

Facing the most gigantic task in industrial history—the production of 185,000 military airplanes in the next two years—the leadership of America's aircraft industry has made that pledge to President Roosevelt and the American people.

The pledge was in answer to the President's message to Congress last week in which he revealed that he had asked the industry to step up its already record-breaking output to 60,000 planes (45,000 of them combat ships) in 1942, and to 125,000 (100,000 of them combat ships) in 1943. The latter figure would mean America is outbuilding the Axis foes three planes to one.

To the Aviation News Committee came assurances from leaders throughout the industry that the job could and would be done. Among these were:

Robert E. Gross, president, Lockheed Aircraft Corp.: "We accept unqualifiedly President Roosevelt's goal, but we are too busy working at it to talk about it."

P. G. Johnson, president, Boeing Airplane Co.: "We will use every conceivable means to build the greatest possible number of planes in the shortest possible time. . . . Our production schedules are continually increasing and last month we delivered 70 per cent more Flying Fortresses than the schedule called for. I believe this is a sample of America at work in time of war."

Donald W. Douglas, president, Douglas Aircraft Co.: "If it is humanly possible we will do it. Given necessary materials and tools, given the opportunity to complete existing schedules and to accelerate production without needless interference, American industry can and will rise to the emergency and astound the world. . . . The American people can depend on the aircraft industry to do its full share in this gigantic task."

J. H. Kindelberger, president, North American Aviation: "Based on our own production schedules for 1942, we are convinced that the aircraft industry can and will meet the President's order. . . . If the President wants still more bombers, pursuits and trainers from North American we can deliver them, provided the material shortage problem he referred to in his message is met by concerted national effort."

Hugh Fenwick, vice-president, Vultee Aircraft: "When President Roosevelt in May, 1940, asked for 37,000 military airplanes, the industry geared itself to produce this unprecedented number in the shortest time possible. . . . Since May, 1941, Vultee has been exceeding previously established production schedules by a wide margin. . . . Every man and woman of Vultee will roll his sleeves a little higher, work a little harder and fulfill the part of the new program assigned to us."

LaMotte T. Cohu, chairman, Northrop Aircraft: "The personnel of Northrop Aircraft pledge themselves that nothing will be left undone; that no effort will be too great in reaching the goal before us."

Speaking for the entire industry, Col. John H. Jouett, president of the Aeronautical Chamber of Commerce, pointed out that what the aircraft manufacturing industry is doing today is the result of 20 years of planning for the defense of Democracy undertaken by the War Department, the Navy Department and the industry.