# a note to Editors...

PROGRESS-Vast strides have been made by America's aircraft industry in the past three months. For details of growing production and how some of the nation's leading plants have increased personnel and payrolls, see Cols.

PURSUITS-Fast, heavily-armed fighter planes constitute one of the greatest aerial assets any nation can have. America has such ships. ANF brings you the latest details about them. See Cols. 3 and 4.

PATHFINDERS—America's Flying Fortress bombers are spanning the Atlantic-forerunners of a growing swarm of warplanes for Britain's RAF. Picture and story in Cols. 1, 2 and 3.

Vol. 3, No. 1

AVIATION NEWS COMMITTEE NEW YORK: LOS ANGELES: WASHINGTON: 30 Rockefeller Plaza

7046 Hollywood Blvd. Shoreham Bldg. A. M. ROCHLEN HOWARD MINGOS Secretary Aeronautical Chamber Douglas Aircraft

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LEONARD K. SCHWARTZ AVERY McBEE Lockheed Aircraft

Glenn L. Martin

United Aircraft Corporation T. C. SULLIVAN

LAUREN D. LYMAN

Vice-Chairman

HAROLD MANSFIELD Boeing Aircraft

Vultee Aircraft



Assembled and Released by the Aviation News Sub-Committee of the Public Relations Committee, Aeronautical Chamber of Commerce of America

# High Speeds and Heavy **Armament Mark Advances** in U. S. Pursuit Planes

May 15, 1941 P. M. RELEASE MAY 15

NEW YORK, May 15.—(ANF)—In 1938 America's fastest pursuit airplane had a maximum speed of 323 miles per hour. Today there are at least five types of pursuit ships in the United States credited with top speeds approximating 400 miles per hour.

In 1938 the average armament of pursuit planes in this country consisted of from two to four machine guns. Today the lightest armament carried by any standard U.S. fighter is four machine guns. Most types carry six to eight guns and some have additional armament of shell-firing cannon which can smash an enemy bomber at nearly a mile!

Such was the remarkable report of progress in this vital phase of the nation's aerial strength made today by the Aeronautical Chamber of Commerce through the Avia-

The report gave added emphasis

to the recent disclosure of Robert

A. Lovett, assistant secretary of war

for aviation, that at least 16 brandnew pursuit plane types (beyond

those already in production) have

been designed in this country and

that "within three or four months

American aeronautical equipment

will have no equal anywhere in

Lovett added that the fire power

of these warplanes will be "more

than adequate," indicating even

greater increases in the matter of

armament for the nation's air

OTHER IMPROVEMENTS

While speed and fire power are perhaps the most important quali-

fications of pursuit airplanes, abil-

ity to climb to high altitudes and

to operate over a wide range is

also vital. And in these phases, the

Aviation News Committee reported

equally impressive improvements.

individual airplanes are withheld

for military reasons, the Commit-

tee found that the average "ceiling" of all U. S.-built pursuit ships has risen from 26,000 feet in

1938 to nearly 35,000 feet in 1941,

while the average maximum range

has increased from less than 1000

miles to more than 1400 miles in

BIGGER GUNS

ers, the Committee said, have been

quick to apply the lessons learned

from Europe's aerial war to our

own pursuit plane armament, both

With the discovery that 30

(rifle) caliber machine guns tended

to be inadequate against airplanes

protected by armor plate, more and

stalled. These weapons not only

have much greater striking power

than the lighter caliber, but have

And the installation of quick-

firing cannon of 20, 23 and 37 milli-

meter caliber has given U.S. war-

planes tremendous destructive

power at ranges up to 1200 yards

ceiling reported by the Committee

have been due not only to improve-

ment in aeronautical design, but

also to the more powerful Wright

and Pratt & Whitney radial and

Allison liquid-cooled engines which

have been developed in recent

**DUAL MISSIONS** 

has a dual purpose, that of in-

tercepting and smashing enemy

bombers and of providing winged

protection for bombers of its own

service. Best known pursuits now

in service with or shortly to go

into production for the Army Air

Corps, the U.S. Navy (which des-

ignates them as "fighters") and

Army-Lockheed P-38, Bell P-39,

Curtiss P-40, Republic P-43 and

P-47, Vultee P-48 and North Amer-

Navy-prewster F2A-2, Vought-

Sikorsky XF4U-1 and several

Grumman models, including the

Britain's RAF include:

ican XP-51.

**AEROQUIZ** 

The single-seat pursuit airplane

Increases in speed, range and

at least 100 yards more range.

more .50 caliber guns were in-

as to size and number of guns.

American aircraft manufactur-

the four-year period

While performance figures on

tion News Committee.

# AIRCRAFT PAYROLLS ZOOM SINCE JAN. 1

A. M. RELEASE MAY 15

# U.S. INDUSTRY'S RISING OUTPUT OF WARPLANES

Figures for January, February and March include commercial transports, many of which SOURCE : OFFICE OF PRODUCTION MANAGEMENT Each symbol represents 200 airplanes

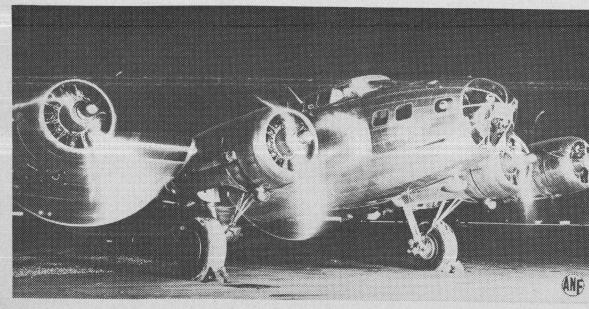
# 1941 PRODUCTION ALREADY NEARS 1940'S ENTIRE OUTPUT

In the first four months of 1941 the U.S. aircraft industry has produced 4,746 airplanes or 82 per cent of the total warplane production during 1940.

AVIATION NEWS COMMITTEE Each symbol represents 1000 airplanes

(EDITORS: IF YOU ARE NOT RECEIVING AVIATION NEWS FEATURES MATS OR GLOSSY PRINTS. WRITE TO AVIATION NEWS COMMTTEE, 7046 HOLLYWOOD BLVD., LOS ANGELES, FOR THIS FREE SERVICE.)

# TUNING UP FOR DEMOCRACY'S DEFENSE



Black night, roaring engines and the gleam of new metal in the glare of floodlights-a striking camera study of round-the-clock production by the aviation industry for the U. S. Army and Great Britain. The Aeronautical Chamber of Commerce presents this view of a four-engine Boeing Flying Fortress, one of the ships being flown across the Atlantic for delivery to the Royal Air Force. Twelve-hundred horsepower Wright Cyclones, just out of their shipping crates, are being "run in" on the night shift at the Boeing factory in Seattle, preparatory to flight testing of the bomber the next day.

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### Universities Train

### Aircraft Engineers **Plane Makers Cooperate**

with Colleges BALTIMORE, May 00.—(ANF)

-A leading aircraft manufacturer and two Maryland universities are demonstrating these days how cooperation can bolster the gigantic task of arming America in the air. Cooperating in a move to sup-

ply more and more aeronautical engineers are the University of Maryland, Johns Hopkins University, the Glenn L. Martin Co. and the National Defense Council.

Courses at the two universities are training mechanical, civil and other classes of engineers as aeronautical experts and are also giving practicing aeronautical engineers advanced training for increased responsibilities.

The Glenn L. Martin Co. already employs 1400 engineers in various capacities, but needs still more in view of continuous plant expansion.

## PLANE FACTS:

Fighter of 1917 vs. 1941 Trainer

Here's an example of the great complexity of the airplanes which America must produce to meet requirements of 1941 aerial warfare. In 1917 the famous American-

made DH-4s were standard combat ships. Yet, according to testimony given recently by Secretary of War Henry L. Stimson, before a congressional committee, the DH-4s could not anywhere equal the performance of our basic trainer planes today.

The U. S. Army's latest combat unit has taken a tip from American college gridirons. The same tough, slick cloth used to make the pants worn by football players has been adopted for the uniforms of parachute troops. The smoothness of the material helps prevent parachute shroud lines from fouling the jumper.

Know America's Planes

RYAN DRAGONFLY

Nazi blitzkriegs in Europe demonstrated for the first time the value

of special "courier" airplanes capable of landing staff officers directly

behind the firing lines and of carrying out other liaison duties. The

American aircraft industry promptly set about providing our own Air

Corps with such ships. Here you see one of them-the Ryan Dragon-

fly-designated by the Air Corps as the YO-51, but more familiarly

known as the "jeep" and the "flying motorcycle." The Dragonfly, with

a landing speed of only 25 miles per hour (compared with 60-70 mph

required by pursuit ships) was designed for quick, steep take-offs and

equally steep landings with little or no forward roll, making it ideal

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for operations from pastures and makeshift landing fields.

RELEASE MAY 15

Aviation News Committee

The Boeing Flying Fortress is only one of several types of warplanes the United States is sendto Britain in this manner, the Aviation News Committee said. Also flying the Atlantic are fourengine Consolidated Liberator bombers and Catalina flying boats, well as twin-engine Douglas Boston and Lockheed Hudson bombers

The Flying Fortresses, officially known as Boeing B-17Cs, have, in addition to a maximum speed of more than 300 miles per hour, a

they could fly all the way across Europe and return, bombing any sector of Germany, Italy or the Balkans. Heretofore, the longestrange British heavy bombers have been capable of about 2000 miles

The Boeing bomber, developed for the U.S. Army, is said to be of the utmost value because of its ability to fly with its supercharged engines at altitudes between 27,-000 and 30,000 feet— a point which many pursuit planes now in use in Europe have difficulty in reach-

### QUOTE and END QUOTE

"The Canadians thank America for the wonderful aircraft she is sending them. And when I say thanks, I mean that it comes from the heart in sincere appreciation for the grand aid you are giving us."-Air Marshal William A. Bishop, Royal Canadian Air Force.

in production, in the hands of trained American pilots, will outfly -Merrill C. Meigs, chief of Aircraft Division, Office of Production Management.

gram is progressing favorably. I am confident the American people will support the aircraft industry and all industry in general, for the good of the nation."-Con-

gressman J. Buell Snyder.

# Flying Fortresses

U. S. Bombers

across the north Atlantic, America's famed Flying Fortresses are arriving in England to bring longrange bombing strength to the embattled Royal Air Force, according to information received by the

Aeronautical engineers hail these Atlantic delivery flights, in which land planes safely traverse long, unbroken stretches of ocean, as additional proof of the dependability and airworthiness of American-built aircraft.

range of 2450 miles at 220 mph.

Thus, from bases in England, with bomb loads.

"American combat planes now and outperform any aircraft that has ever been built in the world."

"Our defense production pro-

# Cross the Atlantic **Britain's RAF Gets Giant**

"Beating all records" in flights

### Yes, America Has Blackout Plants

Q-Are the new airplane plants being erected in this country designed for protection against air

A-Yes. These plants are windowless and lack skylights. Units are spaced to offer maximum protection from bomb fragments. Oil. gasoline, strategic materials and utilities are housed in subterranean vaults.

-What is service ceiling? A-The altitude above sea level at which a given type of airplane virtually ceases to climb. In the United States the service ceiling is reached when a ship is unable to climb faster than 100 feet per minute. Q-What is the world's airplane

A-292.271 miles per hour, established by Jacqueline Cochran, American aviatrix, on Sept. 1, 1937, in a Seversky monoplane.

AMERICAN AID American aid to the world democracies is reflected in exports of U.S. aviation products for the first quarter of 1941 which, according to the Department of Commerce, reached an all-time record of \$124,363,803. March shipments to Great Britain included 414 airplanes, 983 engines and a considerable number of parts and accessories.

# 'Good Housekeeping' Plays Major Role in Safety for Aircraftsmen

**Employe Committees Given Credit for Reducing Accidents and Speeding Production** 

Good housekeeping isn't necessarily confined to the home. In fact, it's an important element in protecting the lives and limbs of America's aircraft workers.

accessory plant

throughout the

In every airplane, engine and SECOND OF A SERIES

land energetic safety campaigns are being waged in the interests not only of the employes themselves, but also in the interests of national defense, for time lost through accidents is reflected immediately in the production of warplanes for democracy's defense. And each of these campaigns stresses neatness, cleanliness, elimination of fire hazards and other cardinal points of good housekeeping-whether it be in the kitchen or on the assembly

Here are highlights of safety reports received by the Aviation News Committee from aeronautical plants in the East and Middle

Glenn L. Martin Co. A general safety committee, made up of the personnel director, safety director and a shop representative conducts a constant frontal attack on safety hazards. Good housekeeping is a primary requisite throughout the plant as a means of keeping down accidents. Physical examinations for job-fitness are important. The company insists that every cut, scratch, abrasion, no matter how slight, be treated at once.

Bell Aircraft Corp. maintains the latest accident prevention and health protection methods. A fulltime employe works constantly to eliminate possible industrial hazards, heading a safety committee which makes regular plant inspections. The first aid department urges all employes to seek attention, regardless of the injury. As a result, the plant has gone four and one-half years without any lost time cases due to infection.

Republic Aviation Corp. has an accident frequency of only 6.51 per 100,000 man hours, and a losttime accident frequency of 0.2777 per 100,000 man hours. A safety committee meets regularly to make recommendations. An inter-shop safety contest has helped materially in reducing accidents.

Aviation Manufacturing Corp. The company's Lycoming engine division has established an outstanding safety record during the past five years. During that time. only eight accidents involving loss of working time have occurred. The number of employes during the period ranged from 900 to 1200.

Piper Aircraft Corp. Despite sharp employment increases, major accidents have been cut to a minimum. The safety work is carried on by a general committee comprising an electrician, maintenance supervisor, planning engineer, first aid man and safety engineer, and a safety committee composed of two representatives from each department.

# Expansion

From the U.S. War Department come details of plans for the largest windowless blackout aircraft plants in the world—home nests of fleet of giant bombers for the Air Corps and Great Britain.

The plants, which will produce the famed four-engine Consolidated B-24s, will be constructed at Fort Worth, Tex., and Tulsa, Okla. The Fort Worth plant will be operated by Consolidated Aircraft Corp., the Tulsa plant by Douglas Aircraft Co. Component assemblies and parts will flow to Fort Worth and Tulsa from a new factory at Ypsilanti, Mich., to be operated by the Ford Motor Co.

Four months from first steel to first airplanes was the construction record established by North American Aviation, Inc., which recently dedicated a new plant at Dallas, Tex. On dedication day, three training ships built in the new plant were turned over to the Army Air Corps. Sixty thousand visitors inspected the huge factory on opening day.

Expansion didn't halt production for Vultee Aircraft, Inc., which recently completed an 805,000-square foot addition to its factory at Nashville, Tenn. Behind wooden partitions aircraft workers went ahead building military airplanes in the plant's original area while construction crews rushed the expansion program to completion. Sixty-eight per cent of the money which went into the expansion program was spent in Nashville on labor, service and material.

## Plane Parts Industry

### Reports Huge Increase

LOS ANGELES, May 00. -(ANF)—Indicating the tremendous expansion under way in the aircraft parts processing industry, the Aircraft Parts Manufacturers Association recently reported the following statistics for the Los Angeles area:

Total investment, \$20,000,000; employes, nearly 10,000; monthly payroll, approximately \$2,000,000

# 10 Pacific Coast Plants Paying \$3,970,021 Weekly

Impetus of U.S. National Defense Drive Creates Nearly 20,000 New Jobs in First Three Months of 1941

A. M. RELEASE MAY 15

Aviation's

Who's Who

RICHARD MILLAR

aviation enthusiast back in the days of Lincoln Beechy and Mau-

rice Paulham. Today, as president

of Vultee Aircraft, Inc., he still

recalls with enthusiasm his early

hobby of building models of fly-

ing machines and gliders of 25

Mr. Millar, a native of Denver,

Colo., spent the early days of his

years ago.

business career

in investment

banking. But

the streak of

wings in him

finally won out and today he is

the head of one

of the nation's

largest airplane

manufacturing

California at the

age of eight.

There he spen

many hours rid-

roads to avia-

tion meets

wnich were few

and far between

of the 20th cen-

over dusty

in the early days Richard Millar

tury. He saw Latham, Lincoln Beechy and other pioneer birdmen,

including Paulham, the French-

man, who established a world's rec-

This keen interest in aviation

was fired in later years by direc-

torships on important aviation

boards. His interest, plus a sound

background of business finance

and management, provided the

qualifications for leadership in the

currently unprecedented program

Mr. Millar, son of Edward R.

and Marguerite Atcheson Millar.

entered Occidental College in Los

Angeles in 1917. There he took

military instruction and later went

to the Central Infantry Officers

Training Camp at Waco, Tex.,

where he won a commission in

the U.S. Infantry. After the war,

he entered the University of Cali-

fornia, from which he was gradu-

After graduation, Mr. Millar

joined the investment banking

firm of Blair & Co., as a security

salesman, advancing to vice-presi-

dent and later to vice-president of

its successor Banc-america Corp.

Nine years later he was elected

Mr. Millar's official affiliation

with aviation dates back to his

directorship on the board of the

Douglas Aircraft Co. and his mem-

bership on the Douglas finance

executive committee, from 1928 to

1938. Also, he was a director of

the Grand Central Air Terminal

at Los Angeles, and the Maddux

In March of 1938, Mr. Millar be-

came vice-president of the Avia-

tion Manufacturing Corp. and

general manager of the Vultee Di-

vision. In 1939, he became presi-

dent of the reorganized Vultee

IT'S CHEAP TO FLY

than \$100 expense for repairs for

every 100,000 miles they fly, ac-

cording to a survey by Carl Fried-

lander, head of the Aeronca Corp.,

Light plane owners average less

Airlines in California.

Aircraft, Inc.

president of Bancamerica Corp.

ord in altitude of 5.100 feet.

of aviation development.

ated in 1921.

He came to

concerns.

Richard W. Millar became an

LOS ANGELES, May 15.—(ANF)—Nearly a million dollars a week has been added to the payrolls of 10 aircraft plants in Pacific Coast communities in three months, the Aviation News Committee announced today.

Reporting the results of a survey by the Aeronautical Chamber of Commerce, the Committee declared that on April 1, the weekly payrolls of the 10 companies totaled \$3,970,021, as compared with \$2,997,904 on January 1, 1941, an increase of \$972,117.

The same firms—nine leading airplane manufacturers

and one aircraft accessory firmhired 19,309 new employes during

the three-month period. Equally impressive increases are reported in Eastern airplane, engine and accessory plants and will be announced shortly by the Aero-

nautical Chamber. The concrete results of the tremendous expansion going on in the aircraft industry are reflected in Washington by the Office of Production Management which show that 1427 warplanes were produced in April, as against 1216 aircraft in March, 972 in February and 1131 in January. Figures for January, February and March include transport planes, many of which went to the armed services.
600 PCT. INCREASE

Since January 1, 1939, the survey showed, Pacific Coast aircraft payrolls have risen more than 600 per cent. On January 1, 1939, the total weekly payrolls of the 10 companies were \$561,914. A year later they had climbed to \$1,093,180. On January 1, 1941, they were up to \$2,997,904. And on April 1, 1941, this figure had risen to \$3,970,021. By the beginning of 1942 the total weekly payrolls should increase to approximately \$6,800,000, the Committee estimated

EMPLOYMENT GAINS Under the stimulus of the national defense program, Pacific Coast aircraft employment registered a 505 per cent increase. Figures for 1939, 1940 and the first

quarter of 1941 are January 1, 1939... January 1, 1940.... January 1, 1941.... 82,239

1, 1941... ...101,548 At peak production, an estimated total of 175,000 wage earners will be turning out airplanes on the Pacific Coast, demonstrating the remarkable ability with which far western aircraft manufacturing will have achieved its goal in this vital branch of national defense. Backlogs were also reported, as

follows: January 1, 1939...\$ 84,246,330 January 1, 1940... 236,891,793 January 1, 1941... 1,527,186,555 April 1, 1941..... 1,558,382,861 AROUND THE CLOCK

The companies are all working at capacity 24 hours a day, with production of airplanes taking up about 22 hours and maintenance of machinery and plant inspection the other two hours. Companies reporting included

Boeing Aircraft at Seattle, Wash. and the following in California: Consolidated Aircraft at San Diego; Douglas Aircraft at Santa Monica; Lockheed Aircraft at Burbank; North American Aviation at Inglewood; Northrop Aircraft at Hawthorne; Ryan Aeronautical at San Diego; Vega Airplane at Burbank; Vultee Aircraft at Downey and Solar Aircraft (accessories) at San Diego.

### Private Flying Zooms; **Pilot Numbers Double**

Private flying experienced a remarkable growth in the United States during the last year, according to statistics just released by the Administrator of Civil Aeronautics.

On January 1, 1941, 63,113 individuals held pilot certificates in the United States as against 31,264 a year ago—a gain of 101.9 per The impetus to plane manufac-

ture resulting from the widelyincreased interest in flying is reflected by the number of additional planes licensed during 1940. On January 1, 1941, 17,351 non-military aircraft were certified—a number 35.2 per cent greater than the 12,829 registered on January 1,

## 80,000 AIRPLANES!

Reporting to the nation on national defense efforts, Colonel John H. Jouett, president of the Aeronautical Chamber of Commerce of America, told a conference of the United States Chamber of Commerce that: "The aircraft industry is today working to absolute capacity, in so

far as acquisition of necessary materials allows . . . "Since July, 1940, our people have built nearly 7000 military airplanes. The production curve has been accelerating steadily, from 700 in November to 1200 in March. (Note April production was 1472.) We are

very near the British and German production rates "This year alone, estimates show, 18,000 planes will be turned out and rext year, under the present program, 30,000. Even now half our output, coupled with the British output, exceeds Axis plane production,

according to best available estimates . . . . . Under the Lend-Lease Law, I am told by Government sources, requirements under consideration will bring the total planes on order from the present 44,000 to 80,000! The aircraft manufacturing industry, which has made amazing progress against great odds in the last year is ready to tackle any new asignment