## 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.

The figures:

Floor Space (sq. ft.).... 44,171,183 303,749 326.002 \$13,030,798 Payrolls (weekly) ...... August Man-Hours Worked .....52,153,243

Vol. 4, No. 5

October 15, 1941

#### AERONAUTICAL CHAMBER OF COMMERCE **Aviation News Committee**

NEW YORK: 30 Rockefeller Plaza

WASHINGTON: Shoreham Bldg. NAtional 8438

LOS ANGELES: 7046 Hollywood Blvd. HIllside 7211

CIrcle 7-2140 LAUREN D. LYMAN

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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. 00.—(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 have the Government, in its training program, utilize fully the private schools, whose facilities are only half oc-

cupied 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

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 welltrained 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-

grams include the acquisition of the relatively scarce shop equipment already in the possession of the private schools.

An example of the havoc wrought on the private schools by the widely-advertised free federal courses is one institution, which has reported to the Chamber committee that its enrollment dropped from 650 to 180 students following inception of the Government's

free training courses. Spokesmen for the Chamber committee expressed the hope that the pending bills of Senator McCarran of Nevada and Representative Randolph of West Virginia, which provide for training of aviation mechanics as an adjunct to the Civilian Pilot Training Program, will result in fuller utilization of the facilities of the

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

## Civilian Pilot Program

Pays "Defense Dividend" The Civilian Pilot Training Program, value of which as a reservoir of military pilots and instructors was doubted in some government quarters during the early stages of the current emergency, had supplied the Army and Navy with 10,153 pilot trainees and 1,926 instructors up to Sept. 1, 1941.

In releasing these figures on CPTP military enrollees to the Aviation News Committee, Brig. Gen. Donald H. Connolly, Civil Aeronautics administrator, said CAA student pilots have been answering defense calls at the rate

of 1,132 a month since June 1. The instructors, themselves all products of CPT flight training, have been especially welcomed by

RELEASE OCTOBER 15

# Know America's Planes



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 295-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 los-ing 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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Released by the Aviation News Committee, Aeronautical Chamber of Commerce of America

# **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 cooperating with the ground troops the maneuvers were of four main classifications: light (attack) bombers, dive bombers, medium bombers and pursuit planes. In maneuverability, fire power and performance, for their specialized functions, the Army Air Forces have planes representing the last word in modern fighting equip-

#### 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 had several squadrons of Navy and Marine planes cooperating 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 supercharged engines give it a performance well over 400 miles an hour, with full military load. It is designed for high altitude op-

## 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 37mm. cannon, .50-caliber and .30caliber machine guns. As a middle 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 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 pre-

## EVEN BETTER TO COME

In addition, there is the Republic P-43, with a single aircooled, supercharged engine. It is a magnificent fighting plane and is the precursor of the P-47B, a 2000 horsepower, single engined, 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

THE AUTHOR

Robert A. Lovett, author of the article in the adjoining column, is, as Assistant Secretary of War for Air, a potent figure in America's aerial rearmament program and an authority on military aircraft and equipment.

His aviation background began with World War I. From August. 1917, to December, 1918 he served overseas in naval aviation and was awarded the Navy Cross. Subsequently in the busi ness world he was at one ner in the New York

firm of Brown Brothers, Har-Robert A. Lovett

riman & Co. and was also closely associated with the Union Pcific Railroad. He also was active in numerous charitable and educational enterprises. When he was called to the Cabinet, however, Mr. Lovett severed all business connections and put aside his other activities in order to devote his entire time to the vital

job at hand. Born Sept. 14, 1895, at Huntsville, Tex., Mr. Lovett was grad-uated from Yale University in 1918, attended Harvard Law School and Harvard School of Business Administration. Mar ried, he is the father of two children.

# PLANE FACTS:

Old Mill Turns out Propellers

Warplane propellers are now coming from a cotton mill! Taken over by the Hamilton Standard Propeller division of United Aircraft Corp., an abandoned cotton mill at Pawcatuck, Conn., has been tooled up to become a major factor in propeller production. Let's Go! U. S. A. Keep 'em Flying!

Production speed achieved by the American aircraft industry is illustrated by the fact that in one day Consolidated Aircraft Corp. of San Diego turned over \$1,761,634 worth of Pratt and Whitney-powered heavy bombers and flying boats to its customers.

This was the largest output for one day in the 18-year history of Consolidated, and company officials believed it to be a record for companies engaged in the construction of this type of aircraft.

Let's Go! U.S.A.—Keep 'em Flying!

Student pilots, observers and air gunners of the British Royal Air Force and Royal Navy are undergoing elimination flight training under the supervision of the U.S. Navy personnel at Grosse Ile, Mich. Let's Go! U.S. A. Keep 'em Flying!

Another parachute battalion, third of its kind in the U.S. Army, has just been organized. Let's Go! U.S.A.—Keep 'em Flying! A \$4,000,000 advanced single en-

names for its fighting planes.

tee by the Navy Department

Secretary Frank Knox.

**Observation Scouts** 

Scout Bombers

Patrol Bombers

Torpedo Bombers

Type

**Fighters** 

Corps at Mission, Tex.

## Aeronautics Commission.

NAMES FOR NAVY'S PLANES

For Example, SO3C Is Now Seagull

WASHINGTON, Oct. 00.—(ANF)—The U.S. Navy has gone in for

Supplanting for popular use the prosaic letter-numeral designations

Here are the new names, as reported to the Aviation News Commit-

Original Designation

Navy PS2N and Vought OS2U Kingfishers

which proved such mouthfuls for civilians, names like "Corsair," "Dauntless." etc., will henceforth mark the Navy's aircraft, on orders from

Brewster F2A

Grumman F4F

Curtiss SO3C

Brewster 2B2A

Curtiss SB2C

Douglas SBD

Boeing PBB

Martin PBM

Douglas TBD

Consolidated PBY

Consolidated PB2Y

Vought F4II

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 Karman, 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 engigine flying school is being con-

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

**New Name** 

Buffalo

Wildcat

Corsair

Seagull

Buccaneer

Helldiver

**Dauntless** 

Vindicator

Mariner

Catalina

Coronado

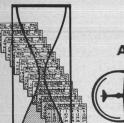
Devastator

Avenger

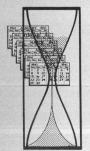
Sea Ranger

## 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 Source: AVIATION NEWS COMMITTEE

**AEROQUIZ** 

U. S. Planes Fly

the Pacific, Too

Q—Are American-built military

A-Yes. Two examples: A num-

ber of Consolidated Catalina pa-

trol bombers are making the cross-

ing. And the Netherlands East In-

dies has ordered \$24,000,000 worth

of Wright-powered North Ameri-

can NA-40B twin-engine bombers, similar to the U.S. Army's B-25s,

which, though land-planes, will be

flown across the Pacific to Java

and other Netherlands possessions.

O - What percentage of aero-

nautical products manufactured in

the United States are being ex-

ported to the other world demo-

A-According to the U.S. De-

partment of Commerce, exports

during July amounted to \$42,944,-

527, or about 36 per cent of esti-

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

Ordered by U. S. Army

The remarkable performance of

light commercial airplanes during

Army maneuvers in Tennessee

and Texas bore fruit recently in

announcement of War Department

awards to Aeronca Aircraft Corp.

Taylorcraft Aviation Corp. and

Piper Aircraft Corp. for \$37,205

worth of military airplanes. The

YO-58, Taylorcraft YO-57 and

Piper YO-59, are all powered with

65-horsepower Continental engines.

Let's Go! U.S.A.—Keep 'em Flying!

designated the Aeronca

More Light Airplanes

mated production.

aircraft being delivered by air across the Pacific as well as the

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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 employes 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 air-

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 Commisssion; and John Dwight Sullivan, New York, junior past commander of the

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

neering. structed for the U.S. Army Air

# 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

in New York

WASHINGTON, Oct. 00.—(ANF)

-Standardization methods vital to

mass production and to field serv-

icing and maintenance of military

aircraft will be discussed by the

National Aircrafts Standards Com-

mittee at its national meeting in

New York, Nov. 11-13, the Aero-

nautical Chamber of Commerce

The committee, comprising representatives of all major aircraft

manufacturing companies, has, in

less than a year of existence,

achieved standardization through-

out the industry on 21 items which

go into airplanes and shortly will

announce standardization on six

Objectives and activities of the

committee, the chamber pointed out, aid materially in the aircraft

industry's cooperative defense ef-

forts, symbolized by the produc-

companies—Boeing, Douglas and

Vega—will produce Flying Fortress

bombers so urgently needed as an

offensive weapon by Britain's

It is anticipated that at the No-

vember 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 manu-

Headed by William M. Smith of

Bell Aircraft Corp., the NASC

comprises an eastern division un-

der the chairmanship of J. T.

Thompson of the Glenn L. Martin

Co., a western division headed by

F. M. Salisbury of Douglas Air-

craft Co., and a six-man executive

board. The Aeronautical Chamber,

through J. T. Gray, technical de-

of the administrative work of the

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

SCHOOLS FOR NAVIGATORS

now in the process of training

aerial navigators at the rate of

5250 per year at three govern-

Let's Go! U.S.A.—Keep 'em Flying!

AIR BASE RUSHED

tials of the new U.S. naval air

station in Newfoundland will have

Before winter sets in, all essen-

ment and one civilian school.

The U.S. Army Air Corps is

partment manager, executes much

Royal Air Force.

facturing procedures.

committee.

been completed.

"pool" under which three

reported today.

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. Col. John H. Jouett, president Standardization of the Aeronautical Chamber of Commerce of America, trade association of the aircraft industry, **Program Pushed** reported to the Aviation News by Plane Group Committee that the chamber's latest survey, just completed, showed: 1—The industry, working on defense orders totaling nearly six **Committee to Map Plans** billion dollars, delivered \$617,345,at National Meet 086 worth of airplanes, engines

and propellers in the first six months of 1941, as compared to \$544,440,000 during all of 1940. 2-Deliveries for the first half of 1941 were up 182 per cent over the first six months of 1940, when deliveries amounted to \$219,042,-

SINCE JANUARY, 1940

This sensational progress report was made as the industry reviewed its expansion between January, 1940, shortly after the outbreak of the war, and September, 1941, when the conflict moved into its third year.

That this expansion has been unprecedented in industrial history, and that it has made possible the industry's record production-for-defense, was demonstrated by the latest statistics which the aircraft builders have submitted to the chamber. Highlights of

On Jan. 1, 1940, the industry had 89,893 employes. On Sept. 1, 1941, it had 326,002. When the present expansion program is complete, the industry will employ 573,806 persons.

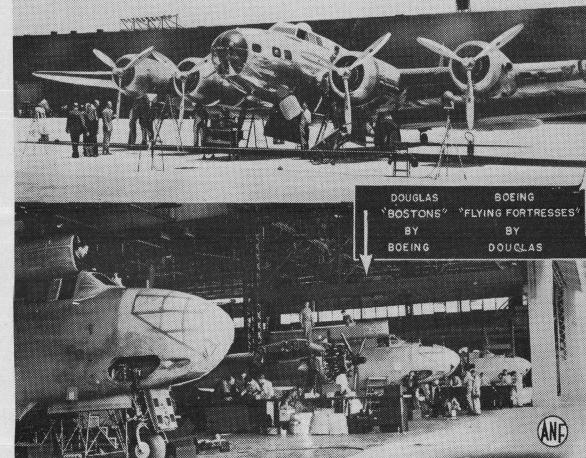
MILLIONS OF FEET

On Jan. 1, 1940, the industry was operating 13,115,421 square feet of floor space. On Sept. 1 1941, it was operating 44,171,183 square feet. The present program contemplates 54,740,343 suare feet. On Jan. 1, 1940, weekly industry payrolls totaled \$2,821,932. On Sept. 1, 1941, the payrolls had grown to \$13,030,798. And they are destined to increase to more than \$20,000,000 a week under the

present program. (The rapidity of this expansion is further stressed by increases in a single month. For example, employment on Sept. 1 was up 22,-253 over Aug. 1, 1941; floor space showed an increase of 2,274,836 square feet during the same pe riod, and payrolls were up \$1,342,-018 over Aug. 1.)

Since March, 1941, when collection of monthly data on manhours was begun by the chamber, this index to production has rocketed from 39,327,978 to 58,788,221 man-hours, a rise of 19,460,243 in six months. Particularly spectacular was the increase during August of 6,634,978 man-hours over the preceding month.

## RELEASE OCTOBER 15 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 Boeing Flying Fortress at Seattle, preparatory to large-scale assembly of these giant bombers at the new Douglas "blackout" plant, soon to be dedicated at Long Beach, Calit. 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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