

Detail

AIR CORPS FERRY COMMAND

X-92050

The Air Corps Ferrying Command takes over the responsibility of the airplanes from the time they leave their respective factories until they have been delivered to the port of debarkation. It is also the duty of the Air Corps Ferrying Command to establish schools in order to train younger pilots in the handling of multi-motored planes.

Each Control Unit is handled by a Control Officer and one or more Assistant Control Officers, whose responsibility it is to see that the planes are properly serviced and crews taken care of while at that particular Control Point.

At present time, all of the ferrying of airplanes manufactured in the United States is being done by personnel of the Air Corps of the U.S. Army.

Not for Publication before Morning Papers, Saturday,
September 13th or broadcast before 7a.m. on that day.

HALIFAX HEAVY BOMBER.

C.H.

(Notes to accompany official photographs ~~EN~~.3376-96)

The Handley Page Halifax heavy bomber is an all metal midwing monoplane. The wing span is 99 feet, the length 70 feet, and the height 22 feet.

Wings.

Dihedral from inboard engines. The centre section of the wing to just outside the inboard engine nacelles is rectangular in plan form. The outer wings taper nearly symmetrically to the square wing tips.

Engines.

Four Rolls-Royce Merlin 42-cylinder liquid cooled engines. Three bladed airscrew.

Fuselage.

The fuselage is rectangular. The bomb aimers position is placed under the forward turret. The pilot's cockpit is forward of the engines. The crew has easy access to the tail. The top line of the fuselage runs straight from cabin to tail. Under the fuselage the line is curved up from a point behind the main plane.

Tail.

The tail plane is rectangular in plan form and is level with the top of the rear fuselage. It has twin fin and rudder units at the extremities of the tail plane.

Armament.

It carries heavy defensive armament.

Special Features.

It has slotted flaps for improved take off, and has a good cabin heating system. De-icing equipment is fitted to the tail unit and airscrew de-icing is also provided.

RESERVATIONS.

1. No performance figures.
2. No mention of the mark or horsepower of Merlin engine.
3. No details of armament beyond what appears from photographs i.e. 4 machine guns in rear turret and 2 in front turret.
4. No mention of, or photographs showing, dorsal or under turret when fitted.

NEW FLYING FORTRESS BOMBER TESTED FOR THE ARMY



Machine which was put through its first test at the Boeing Field in Seattle yesterday. The War Department in Washington later announced the placing of orders totaling \$347,156,674 with the Boeing Airplane Company and the Douglas Aircraft Company of California for a fleet of about 1,000 new 30-ton long-range bombers, such as the above.

Associated Press Wirephoto

BIG NEW BOMBER PUT IN PRODUCTION

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B-17E was described officially as a bigger, improved model of the Boeing flying fortress.

Carrying heavier fire power than the B-17D flying fortresses now in use in the American air forces and the British Royal Air Force, the B-17E incorporates armament improvements resulting from lessons learned in the European war. These include gun turrets on the top and bottom of the fuselage and a tail turret, all designed to give resistance against attack from any direction. Speed was expected to be about the same as that of the B-17D, about 300 miles an hour.

Three Manufacturers Chosen

The first B-17E rolled out of the Boeing Airplane Company's factory at Seattle yesterday and two and a half hours later was on its first test flight. Today the War Department reported that tests were being made and that the plane would be turned out in mass production by three manufacturers, Boeing, the Douglas Aircraft Company at Santa Monica, Calif., and the Vega Airplane Company, a Lockheed subsidiary, at Burbank, Calif.

This was followed a short time later by announcement of the award of two contracts to Boeing for \$337,447,057 and one to Douglas for \$9,709,616.

Neither the type nor number of planes covered by these contracts was divulged, nor were delivery dates given, but officials made no secret of the significance of the sequence of events as evidence that the B-17E model was being ordered in quantity.

Moreover, on the basis of estimates that each of the new planes would cost in excess of \$300,000; it was figured that manufacture of about 1,000 had been provided for by today's contracts.

Planes of the B-17D class already have seen extensive service in British raids over Northern Europe. On one daylight flight in the high altitudes, the War Department said today, "they were virtually beyond the range of sight or sound by hostile ground crews" and the first warning of the attack came "when bombs screamed down out of an apparently clear sky."

The new B-17E would weigh about thirty tons as against the

twenty-four-ton gross of the flying fortress now in use, according to the department, which added:

"Power turrets both on the top and bottom of the fuselage and a 'stinger' turret in the tail provide for resistance to attack from any direction. Enlarged horizontal and vertical tail surfaces provide for the increased size and weight."

Simultaneously the department said that four bomber commands would be organized within the Army air forces combat command and described them as "the backbone of the air forces."

In its announcement of the creation of the new commands the War Department said that the old bombardment wing organizations were being discontinued in the interest of the new units, and that the change completed organization of the air force combat command.

The first bomber command will have headquarters at Langley Field, Va. The others will be at Fort George Wright, Wash.; at Drew Field, Fla., and at Tucson, Ariz.

"Quantities" in Production

Special to THE NEW YORK TIMES.

SEATTLE, Sept. 6 — A newest bomber in the B-17 line of Flying Fortresses was ready for service today following its successful completion of air tests. Known as the B-17E model, the ship bristles with guns and is equipped for supercharged, high-altitude flying. A dress parade disclosed guns in the nose, in power-operated turrets and in the belly, and additional weapons in each side and in the tail.

The plane is an advanced model of the bombers which have been used recently by Britain in high-altitude raids over Germany. The ship's predecessors were listed as capable of sustained flight at 35,000 feet altitude with speeds in excess of 300 miles an hour.

A three-man crew, the minimum for flying operations, took the aerial powerhouse aloft soon after it rolled out of the Boeing plant late yesterday. Edmund Allen, veteran test pilot, expressed high satisfaction with the bomber's performance after a twenty-minute spin over Puget Sound.

While company officials were silent on the plane's specifications, it was reported to carry heavy armament and to be about five feet longer than the present Fortress.

The Boeing company reported "quantities" of the bombers now on the production line, the B-17E and the Consolidated Aircraft Company's B-24 having been adopted as the principal types in the big-bomber program.

BIG NEW BOMBER PUT IN PRODUCTION

War Department Gives Total of
\$347,156,674 for Mightiest
of Flying Fortresses

By The Associated Press.

WASHINGTON, Sept. 6.—A mighty new long-range, high-altitude bomber, believed by authorities here to be one of the world's most powerful aerial weapons, was ordered into mass production by the War Department today with awards of contracts totaling \$347,156,674.

Representing this country's latest contribution to the British drive to win aerial superiority over the Axis powers, especially in far-flying bombardment craft, the new

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