

SANCTIONED BY UNCLE SAM

Aviation comes to the public schools! Thanks to the Navy's request for 500,000 models and the work of Dr. Hambrook, the nations school system has become officially interested in model building, that basic course in air youth training.

By Al Lewis

WHEN Dr. Robert W. Hambrook, senior trade and industrial specialist in the Office of Education, got word that the' navy needed

500,000 accurate scale models of warplanes for purposes of aircraft recognition training and gunnery sighting practice, he envisaged a way of providing that immense number of models and putting aviation into more than 26,000 schools throughout the nation. Long a champion of model building as an aid in aviation training for American youth, Dr. Hambrook called in a committee of experts and formulated a program whereby pupils in grade and high schools would build the majority of models needed.



Some of the men to thank for job. Com. Flores, charge navy model project; Al Lewis of Air Youth, Academy Model Aeronautics; Paul Garber, U. S. National Museum, who drew up original plans.

Accurate plans for fifty different models, fifty accompanying template sheets and how-to-do-it charts were volunteered by a model manufacturing company long experienced in such work. To place the project in the hands of schoolteachers throughout the country, the Office of Education decided to do the material up in kit form. The decision as to what schools were to build the models was left up to the superintendent of education in each State. After

due consideration of shop facilities in schools of his State, each State superintendent made his allocation.

To make certain that the navy training centers received, only absolutely accurate models, each school was obliged to set up an inspection committee composed of model-plane experts, woodworking craftsmen, aviation technicians and others. As each modeler (the participating student) completed a model which met the rigid requirements, he became a Cadet Aircraftsman. This is an honorary rank conferred by the navy's Bureau of Aeronautics. The certificate of rank bears the signature of Admiral John H. Towers, chief of the Bureau of Aeronautics, and the local superintendent.



After having any three types of models accepted, including a scout bomber or an observation plane, the student advanced to the rank of Ensign Aircraftsman. More models, including additional types, qualified the builder in turn for Lieutenant, Junior Grade, Aircraftsman; Lieutenant Commander; Commander, or Captain. The last required the specified types of plane models of five nations.

Any wood that can be whittled and sandpapered was O.K.'d for the project. Woods such as pine, ash, poplar were most widely used. Many schools made permanent templates for the use of the model builders— some of the more ingenious using straightened tin cans to conserve the metal supply. Many modelcraft dealers throughout the nation contributed technical advice to their local schools.

Obviously this project would focus national attention on aeromodeling and result in an impetus to the activity. Even before the project was well under way, many schools had written NAA's Air Youth Division in Washington asking for

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
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On the 23rd of February the high schools throughout the country received their first sets of model airplane plans. This was the beginning of a program that would enable the youth of America to become an essential part of the war effort, the building of exact scale, model planes.

As the war continues, the importance of this work increases. Pilots must be able instantly to recognize plane types. Their training is aided with practice on model planes. Gunners on the ground, in the air, and spotters at lookout stations must have complete training in plane identification. This training includes the use of model planes.

All those who are taking part in the building of model planes, both students and instructors, have accepted a responsible job. Obviously, these models are useless for training purposes unless they are accurate reproductions of the true plane. Shoddy, careless work has no place in aviation. It's too costly. The same rigid care and craftsmanship must be the rule for the school workbench.



Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

information on continuing programs in which students could participate—programs to include the building and flying of models, aviation theory and experiments. Not only has the entire field of model aircraft building been stimulated to even greater activity, but hundreds of thousands of new recruits will continue on in aeromodeling. The schools will realize what vast interest in aviation exists among our youth, and, like Britain, Canada and Russia, will foster that interest with active courses and progressive instruction.