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It takes a blockbuster only a few seconds to fall from a high-flying U.S. bomber to its bull's-eye on Berlin or Naples or Tokio. But it took almost 25 years to get the plane up there to drop the bomb. For where production has kept pace with demand for high-flying planes—1942—some of our planes are flying today—on top of practically anything that flies—the air is so thin that a plane engine would lose about four-fifths of its rated sea-level horsepower if it weren't equipped with a turbosupercharger.

It was back in the days of World War I that the Army Air Corps first asked General Electric engineers to tackle the problem of feeding plane engines air under pressure to cure the loss of power at high altitudes. The result was the turbosupercharger—a device that scoops in 60-below-zero air and crams it down the engine's windpipe to provide the same amount of oxygen it would normally get at sea level. And since the turbosupercharger takes its power from the engine's own red-hot exhaust gases, it almost makes the plane lift itself by its own bootstraps.

The first success came in 1918, on Pike's Peak, where a supercharged Liberty engine, rated at 350 horsepower, actually delivered 356 horsepower at 14,000 feet. That was just the beginning. For 20-odd years G-E engineers worked to improve the device. When the present war broke out, it was ready—a potent, all-American weapon which the Axis, for all its years of war preparation, could not match. Today all of America's big bombers are equipped with turbosuperchargers. And all of these turbosuperchargers are built either by General Electric or in the plants of two other manufacturers from G-E designs.

The turbosupercharger is just one of many engineering near-miracles developed in industrial laboratories in time to put on a uniform and begin fighting for America. We have them because of the happy combination of ingenuity and perseverance which has always characterized American industry. It is a combination that will have a lot to do with winning the war, and with building the better world hereafter. For then the men who are building fighting machines will be back on the job of providing better peacetime things for all of us. General Electric Company, Schenectady, N.Y.

Hear the General Electric radio programs: The "Hour of Charm" Sunday 10 p.m. EWT, NBC—"The World Today" news, weekdays 6:45 p.m. EWT, CBS.