

HERE AND THERE

"As You Were"

THE Admiralty states that the Grumman Martlet and Tarpon now in service with the Fleet Air Arm will in future be known by their original American names of Wildcat and Avenger respectively.

Croydon Ruled Out

MR. W. P. HILDRED, Director-General of Civil Aviation, has just told a deputation that Croydon can never be developed into a super airport because sufficient space cannot be provided for the bigger transport aircraft which the post-war period will bring.

Cannons for Douglas

AT Wright Field, U.S.A., recently, a Douglas Havoc of the U.S.A.A.F. was tested with a 37 mm. cannon mounted in the nose.

This is the second A-20 type Douglas to be fitted with cannon, the first being the P-70 night-fighter version which has four 20 mm. cannon grouped in the nose.

"Arsenal for America"

"BRITISH workers will not consider the war over when the last shot has been fired in Europe, but will strive to make England the arsenal for America in destroying Japan," said Mr. Pat J. M. Carey, chairman of Handley Page's joint production committee, who is one of four British war workers touring the U.S. as labour ambassadors.

He made this observation when speaking at Buffalo last week.

U.S. Production News

SEVERAL items of news have been recently released by the U.S. Office of War Information, namely, that the Lockheed concern is turning over its entire facilities to the production of the P-38 Lightning, the output of which will be doubled, that the Bell P-39 Airacobra is being supplanted by a new model with two-stage supercharged Allison giving efficiency up to 40,000ft., and that the output of the C-46 Commando "is to-day on a basis that will top any previous rate of production."

Still Bigger Output Needed

BUT in case anybody should be feeling too well satisfied with American output, Mr. Charles E. Wilson, executive vice-president of the U.S. War Production Board, told his colleagues at Washington recently that the 9,000 aircraft being produced in the U.S. during December "just is not good enough for the job ahead."

The volume of material sent to North Africa and Italy was, he said, "insignificant" compared with the job of equipping the Allied forces for the invasion of Europe.

Browned Off

FROM the U.S.A.A.F. at Wright Field (their equivalent to our Farnborough) comes the story of how a young German pilot, thoroughly "browned off" with his side of the war, flew his Ju 88 from Rumania to a British airfield on the island of Cyprus and sur-

rendered himself, complete with aircraft in good working order, to the Allies.

U.S. Flak Helmets

NEW metal helmets designed to give greater protection against shell splinters are now being issued to American aircrews on "ops" over Europe. Two designs are available for use. They fit over earphones, microphones, oxygen mask, goggles and head covering.

Lowestoft A.T.C.

NO. 469 (Lowestoft) Squadron A.T.C. is to be congratulated on the very good effort it has displayed in the recruiting campaign now in progress for the Air Training Corps all over the country.

It has produced an attractive brochure, with a foreword by Air Marshal Sir Patrick H. L. Playfair, Commandant A.T.C. for the East, describing its own formation and growth and giving the reader other encouraging information about the Corps.

This brochure is suitably illustrated, nicely arranged, and altogether constitutes a creditable piece of publicity for a good cause.

New Recognition Feature

IN this issue of *Flight* there begins a new feature dealing with aircraft recognition under the heading "Aircraft in Flying Attitudes."

As in the case of "Aircraft Types and Their Characteristics," which concluded last week after covering some 160 different types, the new series will normally occupy the two centre pages so that the reader can easily remove and keep them for reference.

Four aircraft will be dealt with each week, each type being illustrated by five silhouettes—plan, front, side, and two perspectives—and an actual photograph, so that the student can familiarise himself with the appearance of the machine in a number of different attitudes in which he may expect to see it flying. The salient features of each machine are briefly outlined in the adjoining text.

In Favour of Competition

THE need to relax pointless restrictions which slowed the development of international airlines before the war, and accept the fact that there will be competition in air transport as in all forms of international business, is the view put forward by Mr. William Burden, the U.S. Secretary of Commerce, writing in the December issue of the *Atlantic Monthly*.

America need not fear that her air transport industry will be overwhelmed by foreign Government airlines, he says, and claims that there has been no rapid technical development where Government monopolies have existed.

Pointing out that air transport is a business, not a weapon, he believes that the best interests of all countries will be served by allowing commercial flying to develop along much the same lines as shipping.



HONOURABLE DEFEAT: The Fifth Sea Lord, Rear Admiral D. W. Boyd, C.B.E., D.S.O., presents his own cup to the "best loser" in a boxing contest for Fleet Air Arm apprentices. The smiling recipient is 17-year-old P. E. Tucker, of Shoeburyness, who lost his bout on points after a splendid fight.