

and which has no intention whatever of slacking-off until victory is won, is in no need of forced slave labour such as that on which Germany has depended so largely.

The figures relating to the production of aircraft and engines are reproduced elsewhere in this issue. They speak for themselves and, incidentally, reflect the changing policies rendered necessary by the changing war situations. The Battle of Britain called above all for fighters. Lord Beaverbrook got the fighters, but he got them at the expense of bombers. When that danger was over, light and medium bomber production was cut down and production of heavy bombers forged ahead without causing any decrease in fighter production which, in fact, continued to increase at a very satisfactory rate and, by extrapolation, appears to be still growing.

Back to Bilateralism

UNLESS a miracle happens at the eleventh hour, the Chicago Conference looks very much like being a complete failure. The latest news as we are about to go to press is that the 51 nations represented at the conference are expected to agree on two of the "five freedoms": the right of innocent passage and the right to land for technical reasons or to refuel. It was scarcely necessary to hold the Chicago Conference for an aspect of commercial aviation agreement on which was a foregone conclusion. Without these two "freedoms" there could be no international aviation.

That there are other facets of the complicated subject upon which agreement has been reached is, of course, quite true. But these are mainly the "easy" ones. The really thorny problems have proved too much for the conference or, rather, for the British and American delegates, who have, it seems, done most of the arguing. Canada's valiant efforts to bring about a compromise acceptable to both sides have failed. And so we are to be thrown back upon the system of bilateral agreements which was in force between the wars, and which caused such endless trouble.

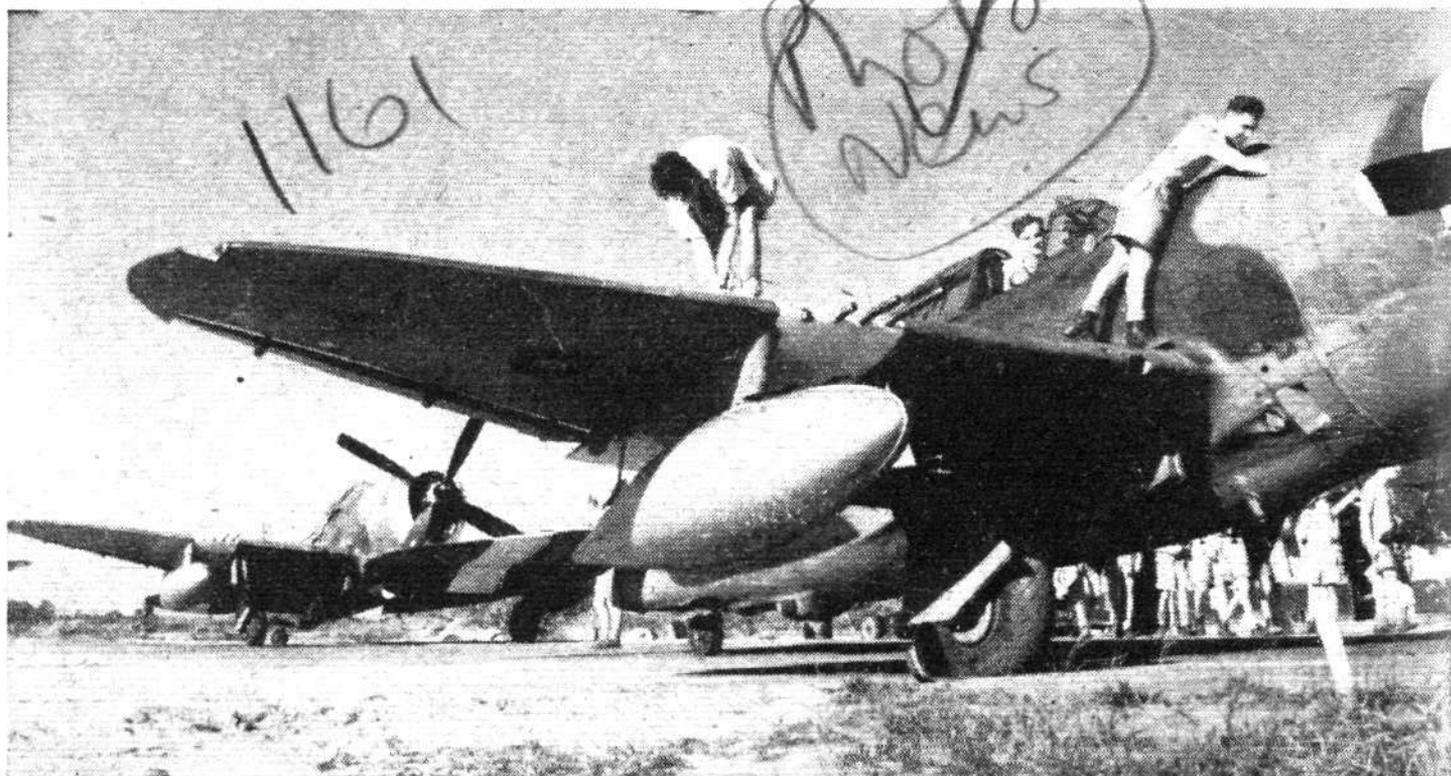
Even in the technical field there appears to have been

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some difficulty at Chicago. For instance, we gather that, to the surprise of everyone, the delegates were presented with a complete new U.S. airworthiness code after the British representatives had declined to accept the existing U.S. airworthiness requirements. The new code must have been drawn up well in advance, and must have taken quite a time. Which only goes to show how well prepared were the Americans for all eventualities. Our people had evidently not expected this, and as a result our representatives had to accept the new code "in principle," but, it is said, with the proviso that an opportunity be given for examining it in detail and offer suggestions for modifications at the next conference.

The Air Registration Board, to whom the Secretary of State has, under Parliamentary authority, delegated the responsibility for civil airworthiness, is at work on an airworthiness code, but it can scarcely be blamed for not having had it ready in time for Chicago, being very short of staff and receiving no help in the form of release of man-power by the Ministry of Aircraft Production. One would have imagined that Millbank could, by now, well spare the few men needed.



R.A.F. THUNDERBOLTS : On the Burma front the Royal Air Force are using Thunderbolts for air fighting and ground strafing. They carry white identification stripes, and the streamlined drop-tanks appear larger than usual.