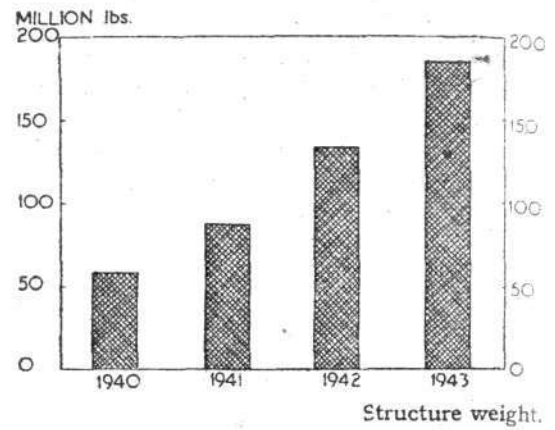


Number of aircraft.



Structure weight.

# U.K.

## Aircraft Production

*Industry's Amazing Achievement : Number of Aircraft Trebled, Structure Weight Increased Six Times and Engine Output Five Times*

**S**TRIKING statistics concerning the increase in output of aircraft and engines by the British aircraft industry from the outbreak of war to the end of June, 1944, are contained in the White Paper (Cmd. 6564) issued last week:—

At the beginning of the war, total deliveries of new aircraft were at the rate of 730 a month, and over a quarter of these were trainers. By 1943 the average rate of deliveries had trebled and as measured by structure-weight had increased nearly six-fold. The fact that structure-weight increased more rapidly than the number of aircraft was the result of the change to larger and more powerful types of aircraft, particularly heavy bombers. 2,889 heavy bombers were delivered in the first six months of 1944, compared with only 41 in the whole of 1940. The output of fighters also showed a striking increase—from 110 a month in 1939 to 940 a month in the first half of 1944.

The repair of aircraft has absorbed an appreciable proportion of the capacity of the industry. For every six aircraft newly produced in 1943, four aircraft underwent major repairs in the United Kingdom.

### Engine Output

Because of the change to larger, multi-engined types of aircraft the expansion in the output of aircraft engines and other aircraft components has had to be even greater than that achieved for airframes. Engine output increased from 1,130 a month at the end of 1939 to an average of 5,270 a month between January and June, 1944. Over the same period the average horse-power was doubled.

Bomb loads increased with the size and power of the bombers produced. In 1939 the average bomb load was 1.2 tons per bomber; in 1943 it was 4.0 tons. The weight of bombs which could be carried a distance of 1,000 miles in one sortie by the monthly output of bombers increased from 210 tons in 1939 to more than 3,000 tons at the beginning of 1944. These figures do not include the bomb-carrying capacity of fighters, which was much developed over the period.

Closely linked with this astounding growth in output is the increase in the numbers of persons working on aircraft. The White Paper points out that the total number employed by the three Supply Departments (Admiralty, Ministry of Supply, and Ministry of Aircraft Production) on orders for the Navy, Army and Air Force reached its highest level in

UNITED KINGDOM DELIVERIES OF AIRCRAFT, AIRCRAFT ENGINES AND BOMBS.

	1939 Sept. to Dec.	1940	1941	1942	1943	1944 Jan. to June	Total Sept. 1939 to June, 1944
Heavy bombers ... ..	—	41	498	1,976	4,614	2,889	10,018
Medium and light bombers ...	1,072	3,679	4,170	4,277	3,113	1,391	17,702
Fighters ... ..	447	4,283	7,063	9,850	10,727	5,655	38,025
Naval ... ..	165	476	1,232	1,082	1,720	1,533	6,208
Trainers ... ..	772	5,125	6,614	5,940	4,825	2,070	25,346
General reconnaissance, transport, air-sea rescue and other ...	468	1,445	516	546	1,264	1,071	5,310
<b>Total new aircraft ... ..</b>	<b>2,924</b>	<b>15,049</b>	<b>20,093</b>	<b>23,671</b>	<b>26,263</b>	<b>14,609</b>	<b>102,609</b>
Structure-weight of new aircraft delivered (million lbs.) ...	11.20	58.84	87.26	133.36	185.23	111.75	587.70
Aircraft repaired (1) ... ..	—	4,190 <sup>(2)</sup>	12,131	16,636	17,932	9,204	60,099 <sup>(3)</sup>
Aircraft-engines delivered ...	4,532	24,074	36,551	53,916	57,985	31,643	208,701
Engine horse-power of new engines delivered (million h.p.) ...	2.00	17.40	31.42	59.45	72.80	41.92	225.89
Aircraft-engines repaired ...	—	6,726 <sup>(2)</sup>	20,177	27,567	35,832	22,703	113,005 <sup>(3)</sup>
Weight of filled bombs produced (thousand tons) ... ..	4.5	48.3	143.4	240.9	308.6	227.8	973.4
Bomb load at 1,000 miles range of average monthly output of bombers (tons) ... ..	210	389	736	1,436	2,575	3,221	

<sup>1</sup> Major repairs in the United Kingdom. <sup>2</sup> July to December only. <sup>3</sup> July, 1940, to June, 1944.

November, 1943, and that since then there has been some reduction in order to build up still further the strength of the Armed Forces for the military operations in 1944. The continued increase up to the beginning of 1944 in employment for the Ministry of Aircraft Production was made possible by a reduction during 1943 in employment on orders for the Ministry of Supply, as the main requirements of Army equipment were fully satisfied, and adequate reserves had been accumulated.

Quoting the figures obtaining at the beginning of the month, the numbers employed on work for the Ministry of Aircraft Production increased as follows: January, 1941, 1,010,000; January, 1942, 1,346,000; January, 1943, 1,623,000; July, 1943, 1,682,000; January, 1944, 1,821,000; July, 1944, 1,731,000.

### LONDON AEROPLANE CLUB

**R**EFERENCE to proposals that surplus aircraft, suitable for club and private flying after the war, should be made available throughout the Empire at the lowest possible prices, was made by Major K. M. Beaumont, D.S.O., chairman of the London Aeroplane Club, at their 18th annual general meeting.

This, he said, would be a very wise and important step towards quickly re-establishing clubs and civil schools, and getting them working with good and uniform equipment.

The finances of the London Aeroplane Club, said the chairman, were adequate for the re-opening of the club on a sound footing. They were well placed in the matter of facilities and though it was not yet possible to announce detail plans, they should be able to resume activities at the earliest possible date and on lines suited to post-war conditions.