

# FLIGHT

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Founder and Editor : **STANLEY SPOONER.**

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**NOTICE.**—Next week's issue of "FLIGHT" (December 14th) will contain a Christmas Greeting Section in Two Colours. Orders should be placed early to ensure obtaining copies.

## EDITORIAL COMMENT.

W

ITH the advent of Sir John Jellicoe to the Admiralty as First Sea Lord, it is permissible to hope that there may be a change for the better in Admiralty policy in regard to the Air Service. It is true that the constitution of the Board lays down that the duty of the First Sea Lord is : "In all matters of strategy : to advise," and that, therefore, he has directly very little to do with the administrative functions of the Air Department. But the all-round efficiency of every department has so great a bearing on the strategy of war, that it is very much the concern of the First Sea Lord to know that everything which makes for that efficiency is in smooth

The Changes at the Admiralty.

working order and to insist upon change in any or all directions in which there is friction.

After nearly 2½ years in command of the Grand Fleet, Sir John Jellicoe is in the position of knowing exactly what is wanted to maintain our naval supremacy, and that he will insist upon all the essentials being forthcoming we need not doubt for an instant. So far as concerns the Air Service, it is doubly fortunate that Sir John has been appointed. Not only does he know at first hand the exact bearing on sea power of air policy as a result of his work afloat, but he returns to the Admiralty also fortified by administrative experience of the Air Department itself. Prior to the war, and when Sir John was Second Sea Lord, it was he who was responsible to the Board for the development of the Air Service, and it was under his advice that it grew from nucleus form to the comparatively established service it had become at the outbreak of war. He will thus be in an excellent position to judge of the controversies which have led to the present state of deadlock which exists between the Admiralty and the Air Board, and we doubt not his ripe experience and his knowledge of the necessities of the situation will be brought to bear on this as well as on other problems of Naval administration which are crying aloud for settlement.

The Cabinet Crisis and the Air.

In the ordinary course of events the question of relations between the Air Board and the fighting services was to have been debated in the House of Commons on Tuesday this week. We had fully expected that the most important conclusions would have been arrived at as a consequence of a thorough discussion of the differences and that a very long step would have been taken towards their composition. In the light of the long over-due Cabinet crisis which came to a head during the week-end and the re-shuffling of the cards which will inevitably result from it, there has been inevitably a further postponement of the looked-for debate. Indeed, circumstances may well arise to render public discussion unnecessary.

Writing as we are compelled to do early in the week, it is a matter of considerable difficulty to arrive at any fixed conclusion as to the exact turn events are likely to take. The facts as we know them at