

disputed, but aircraft work is more specialised than any form of engineering needed by the Army. To use aeronautical mechanics for Army work is a form of waste which we cannot afford.

The Other Side of the Picture

NOTHING is more likely to arouse suspicion in the minds of readers of any newspaper or journal than a constant reiteration of the statement that all is well and that there is no room for improvement. In time of war, particularly, there is always the temptation to put the best possible interpretation on everything that happens and to indulge in what has become known in the present war as "wishful thinking." We have tried our best to avoid falling into that frame of mind ourselves, and consequently we published in last week's issue the article by Captain Macmillan entitled "Re-site the Aircraft Industry," not because we agreed with the suggestion, but because it was a point of view.

A contributor this week disputes Captain Macmillan's views and points out that to transfer the British aircraft industry to Canada would cause an interruption in production just at the moment when maximum production is needed.

Captain Macmillan stated in his article that the reserve of the Allies in material, in food, and in the creation of machines of war is almost inexhaustible. He also states that Germany has no reserve except a doubtful Italy. Her only hope of victory thus lies in military successes in the near future. Our contributor this week points out that, this being so, the present would be a peculiar time for stopping aircraft production at home while the

industry was being transferred to Canada, there to resume work in several months' time.

It would be interesting to know what our readers think of the suggestion, and we shall be glad to open our correspondence pages to them, subject to the limitations on space imposed by the present paper shortage.

An Inventions Board

WE are frequently asked by a number of correspondents to whom they should address ideas and suggestions concerned with the war effort. At present we can only refer them to the research and development departments of the Air Ministry, the War Office, the Admiralty, the Ministry of Supply, and the Ministry of Aircraft Production.

Before these already overworked departments are bothered with projects, some of which may have received consideration already, others of which may be quite worthless, it seems only sensible that a central authority should examine them. This would be a convenience both to those who have ideas to put forward and those who have ultimately to consider them. Preferably, the authority or committee should be one not purely Governmental in character. Nevertheless, it should be composed of persons with the requisite technical knowledge, not only to judge potential merit, but also knowing something of actual and impending developments.

If such a central authority is already in existence its address should be broadcast forthwith. If not, one should be constituted quickly, so that possible light may not be obscured under the bushel of a multitudinous officialdom.



FOR GENERAL PURPOSES AT SEA: The Fairey Albacore (Bristol Taurus sleeve-valve engine) which can carry a heavy torpedo, make dive or level bombing attacks, or reconnoitre for the Fleet.