

"TWO FRONT" WAR STARTED IN REAL EARNEST.

The following is the text of the Postscript broadcast after the one o'clock news today by Lt.Col. the Rt. Hon. J.T.C. Moore-Brabazon, Minister of Aircraft Production:

I like to think of all of us whose business it is to make war aircraft as almost an army of technicians apart. I am the political chief, and a very proud man, as I go round and see the efforts being made on the great front of aeronautical achievement. I served my time in the shops: was an early flier: even constructed machines of my own: for twenty years in the House of Commons I have fought for my true love - aviation.

I can hear you say - "that sounds all right, but how do you help to deliver the goods?" My business is to see that there is long term planning and to ensure co-ordination between research, technical development, production and the hundred and one things which are represented in the final aeroplane. It is for you in the factories to turn the machines out. In technical simile I should be a pressure pump, not a suction pump. Straining to get things out only, without planning to put things in, may show temporary increased production, but it cannot be maintained and leads to trouble in the end.

No one who understands the complexity of a modern machine with its varied equipment coming from every technical walk of life can do anything but marvel at the way all comes together to time to complete a machine. Naturally we run into bottle-necks but, tiresome as they are, I am more surprised by the few there are than by the number. Here I pay grateful tribute to the planning and vision of my predecessor Lord Beaverbrook.

Of course, we have our private wars. Straight undisturbed production of one model is the ideal. Against that come the maddening modifications dictated by the experience of actual fighting, and the constant desire to produce new and better aeroplanes, upsetting a production line just when it is working smoothly and efficiently. I know neither you nor I will ever be satisfied either with the number of machines produced or their performance but I also know this that there are no better aeroplanes in the world than our own.

The job of my Ministry and the industry is to produce aircraft. How they are used, or where, is not for us to decide. But aircraft are to-day bringing about the first pincer movement (we hear so much about) against Germany. One arm of the pincer operates from this Island and the other from Russia with machines - many of them British - flown by our Allies. Thus we are encircling the Hun. The "two front" war against German territory - at present in the air - has started in real earnest.

It is good news to hear how well the Russians fly and how good they are as mechanics. It is heartening to know that the maximum is being made of what we produce. I can assure you our aircraft on the Russian front are in worthy hands. The more they can get from us the better we shall be pleased, as there is no one working to-day in our industry who does not want to help those who have so nobly helped themselves.

It must always be remembered that until superiority is gained in the air none of the other arms, be they of the Army or the Navy, can operate to the full limit of their own power. When the R.A.F. and the Naval Air Service have air superiority in equipment, which it is our honour and responsibility to provide, then - and not till then, will the general defensive turn to the grand combined offensive, and the final sure and fatal strangle-hold commence.

Aircraft to-day is a munition of war and a destructive force. Unlike many munitions of war one day it will become a force for peace, but even to-day it is bringing the allies closer together. "Greater love hath no man than this, that a man lay down his life for his friends". Those who fight as allies in the air to-day are doing that. They are friends now. It is our duty and our purpose to see that they remain so. Meanwhile on with our job - aeroplanes, aeroplanes and still more aeroplanes - nothing is more important.