

Government under financial pressure), the need for an advanced trainer, which is what the Jaguar is, is very far from obvious.

Of course, like most aircraft these days, the Jaguar is expected to do more than simply train pilots to fly at Mach 1.7. The aircraft has five roles: as an advanced trainer for the French and British air forces, as a tactical support aircraft by both air forces, and as a tactical aircraft for the French Navy. As a tactical aircraft, Jaguar can carry a variety of systems—air to air



missiles, 1,000 lb bombs, rocket launchers and Martel missiles, though not all at once. The British Ministry of Defence originally stated that the Jaguar would be used to enable Phantoms to be released to replace obsolete Lightnings. In this sense, it is a secondary strike system, cheap to buy, easy to fly, with the capacity to take off from short, ill-prepared runways and with a good range. It is small, about the same size as the Hawker Hunter, has a radius of action of 320 nautical miles, and can be flown for 2,430 nautical miles if external fuel tanks are fitted. The aircraft has two engines, built jointly by Rolls-Royce and Turbomeca, and called the RB 172 T260 Adour.

So far, this sounds like a blueprint for a replacement for the Hawker Hunter in air forces like those of Jordan. And it is clear that the makers of the aircraft are hoping for substantial export orders—they hope 1,000 Jaguars can be sold. If they are not, the project can hardly be justified. Although the aircraft has some room for development, it is never likely to amount to an effective substitute for the cancelled variable geometry aircraft. £124 million is a lot to pay for a squadron or two of relatively unsophisticated aeroplanes—even in the training function, the Jaguar will not be the complete answer. The Ministry of Defence also intends to produce a training version of the Harrier, another small aircraft which at least has vertical take-off to recommend it. But there are signs that an export market exists—a fairly well substantiated story suggests that Japan is in the market for the Adour engine, to power its own training aircraft, the TX. This will please Rolls-Royce, although the British Aircraft Corporation would doubtless prefer to sell the entire aircraft.

Reflexions on Todd

ENTHUSIASM tinged with fear seems to be the general reaction to the Todd report on medical education (see

Nature, 218, 121; 1968). Enthusiasm for a majority of the proposals is dampened by the fear that the report will be pigeonholed and no action taken. Developments now in the pipeline but not in line with the report would therefore be dropped with nothing else put in their place. As it is, changes like a reorganization of curricula have been hanging around waiting for the recommendations. Building plans in various stages of completion are also affected.

Expansion of medical training is obviously necessary. The recommendations for the form that the training should take seem to have received widespread approval. Pre-clinical teachers are welcoming the idea of a medical degree, although the cost of providing enough laboratory accommodation is likely to be a drawback. Vocational training for general practitioners as described in the report includes much that has already been called for by the College of General Practitioners. Although some critics say that, with the current shortage of general practitioners, this is no moment to raise the standards, there is a feeling that unless something is done in this direction people will not be attracted into general practice at all and the shortage will become more serious. Recommendations for reorganization of the curriculum are welcomed, although there are doubts about the availability of staff and money which would be necessary. Contributions by the students would help this problem, and it has been suggested that this would be a good moment to review the whole question of student financing, both in medicine and other subjects.

A large section of the report deals with the hospitals and medical schools in London. It has been recognized for some time that some sort of rationalization is necessary, and the proposed links of teaching hospitals with university colleges are welcomed. On the other hand, there is a feeling that the postgraduate hospitals might lose their identity if grafted on to the new double undergraduate hospitals. The report suggests rather than makes definite recommendations about how the various institutes and postgraduate hospitals might join up, but it seems likely that even the suggestions will not be too kindly received. The Institute of Neurology and the National Hospital in Queen Square, for example, are already involved with plans for rebuilding on the present site, and they see no reason to move to join the Guy's/King's College group when they are so close to various libraries and particularly to University College, where basic neurological research is carried out. It has been murmured that the commission, in its attempts at rationalization, ended up playing jigsaws, fitting in the postgraduate hospitals to make a tidy picture rather than for positive reasons. And the Hammersmith hospital, which has its own particular brand of postgraduate school staffed entirely by full-time university staff, has been left with no undergraduate link, although such links are an important feature of the report.

IBP General Assembly

THE International Biological Programme (IBP) is very nearly a year into the active phase of its five-year lifetime, but already there are worries about what is to happen to uncompleted projects when the programme ends in 1972. There are likely to be quite a number. Most of the American and Soviet IBP projects, for